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The Chronicle.

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PROGRESS OF MODERN BANKING SYSTEMS.

The suggestions we recently ventured to offer as to the financial perils of July and August have received some confirmation in the collapse of one or two moribund banks whose misfortunes have long been known. We cannot give too much weight to the great principle inculcated by all our bank movements and disasters since 1873, that financial institutions which do a banking business are entering upon a new period of our monetary progress, and must be more careful to hold ample cash reserves, and to manage their affairs on conservative principles. This paramount duty will be enforced hereafter by public opinion, and indeed it is more observed in this country and abroad than at any previous time. The Bank of France now holds \$417,534,148 of specie reserve; the Bank of England, \$165,189,620; the Imperial Bank of Germany, \$133,345,000; the Netherlands Bank, \$67,185,000; and the National Bank of Belgium, \$27,320,000. The aggregate of coin

reserve held by these five banks amounts to \$810,573,768. Such a stupendous mass of coin reserve has never been locked up in bank before. It has been accumulated in obedience to this powerful and pervading principle which, as we have said, is operating throughout the financial world to enforce upon modern banking institutions the duty heretofore too much neglected, of keeping ample reserves of cash in their vaults.

Every well-informed person knows how rapid has been the growth in this country and in Europe of the deposit system of banking as known in our day. Formerly, a bank was commonly regarded as an institution which obtained its funds for lending from two sources—first, from its capital, and secondly, from its circulation. Gradually, however, this first rudimentary stage of growth developed into a second and more mature condition. The circulation of the banks became less important, and a third source of lending power was developed—namely, the deposits. In this country the transition was made at a very early period in our banking history, and we have had banks of deposit and discount as a part of our system for many years. In Scotland and in some parts of England the same principles of growth have been exemplified; but in Germany, in France, and generally on the continent of Europe, this second stage of banking progress is much more backward.

We give this brief sketch of the banking movements of the last quarter of a century for the sake of setting in a clear light the fact that the expansion of deposit banking has been pushed too far and too fast. A competition of the most tempting and perilous kind has sprung up among some of the banks. They have bid against each other for deposits, and from this and other causes a prodigious accumulation has been made of idle capital in the great financial centres of Christendom, such as has never been possible at any previous period. It would be an instructive task to explore the various causes which have given, during the last thirty years, such a wonderful power of mobility and self-multiplication to the wealth of nations. The present age differs from those which have gone before it in nothing perhaps so much as in the great excess of our movable capital over our fixed capital, and the ease and rapidity with which the one is converted into the other. How far this excess is due to the amazing impulse given to the productive powers of the world by the gold discoveries of 1848, and how much to other causes, we shall not here inquire. It is enough to say that one of the incidents of this growth, which is both a cause and a consequence of it, is the vast increase of bank deposits to which we have referred, and which is equally conspicuous in the old

world and in the new. As this concentration of deposits forms the culmination of what we have called the second period of banking development, and as it would appear that we are on the eve of further changes leading to a third stage, the impending movements may involve new dangers, some of which are referred to by a correspondent of the *London Times*, as follows :

"It will be a subject of real regret and danger if the London banks permit the present condition of their business in deposits to pass away without commencing the wholesome and long-needed reform regarding the rates of interest allowed by them on current and deposit accounts. As concerns the current accounts, the Union and the other one or two banks who still follow that practice have wisely so cut down the rates and altered the conditions that the whole affair has become virtually nominal, and, being nominal, it had better be abandoned altogether. It is a practice wholly unsound when applied to London banking, and it has only lingered in two or three cases because long since reduced to little more than a plausibility on paper. The allowance of interest on deposits is a larger and more serious matter. The Bank of England rate is and has been for some time 2 per cent. per annum. Under the old rule the banks would have allowed 1 per cent. on deposits, but for weeks past such an allowance would have been the purest folly or the most manifest benevolence, for the deposits could not be employed at any such rate, and when the masses of capital to be dealt with amount to scores of millions, the difference of a fraction on the wrong side entails the loss of tens of thousands in the aggregate. The banks, therefore, very wisely have been reducing the allowances to fifteen and even ten shillings per cent. per annum, and in no small number of cases have been refusing deposits altogether. Now, the cardinal condition of all sound and safe banking is that the banker shall not make himself responsible for deposits which he cannot employ at a profit in the best banking securities. It is no part of the business of a banker to act as an investment agent for his customers; and it may be safely said that in all cases where banks have assumed and persisted in such functions they have come to mischief. For some years past and at this moment the greatest financial peril of the country is precisely this undue and enormous accumulation of scores of millions of deposits in the hands of a few London banks, and the only way to diminish this peril is for the banks to refuse on principle to accept deposits except on terms which leave them a positive profit. At this moment the true policy of the banks should be, now that the rate of allowance has fallen to the absurd rate of half per cent. per annum, to say that until the course of trade takes a decided turn they will not allow any interest at all. The effect of a measure of this kind would be entirely salutary, and for several reasons. First, it would in a material degree compel the public to examine with new interest the causes which have led to the stagnation of trade, and to endeavor to find remedies—processes, both of them, beneficial on every ground; secondly, it would constitute a desirable departure from the general assumption that banks can under all circumstances be relied on to pay to depositors rates within a fraction of the highest market rate, although the banks themselves may sustain loss by the operation; and, thirdly, it would enable the banks to draw still tighter the rules of selection as regards bills and securities. It must not be assumed that because good bills are scarce, unsound and finance bills are at an end. They are not so plentiful as they were, but they still abound; and so long as the banks have to struggle for small fractions of profit on their deposits, there is great danger, as all experience proves (and especially the experience of 1875) that the temptation of high rates of discount obscures the vision as regards the doubtful nature of the security."

The question here raised is one of the very highest importance. In this country it has been discussed for many years, but it is still unsettled. Some of our larger banks have always refused to pay interest on deposits. The reasons they assign are briefly these: First, no direct pecuniary compensation is due to an ordinary dealer in a sound bank, on account of his deposits; because the banker renders sufficient compensation by taking charge of the funds and becoming their custodian under an obligation to pay them out on demand. Secondly, the banker if he pays interest on deposits must do so through one of two expedients, either of which is bad banking;—he must employ the funds at some high rate of interest, which involves too much risk;—or he must mobilize too large a proportion of his funds, and let his reserves of cash run low. Thirdly, it is contended that what the depositor gains in interest he loses in some other way, for the panics which of late years have annihilated so much wealth are largely due to the payment of interest on deposits, and to the vicious principles of banking which have thus been fostered and perpetuated. On the other side the arguments are

that, as certain banks persist in paying interest, their neighbors are obliged to do the same. It is also added that certain classes of deposits are worth paying interest upon, and their owners have a right to receive it. Whether the London banks will be more fortunate in solving the difficulty than our New York banks have been, is very doubtful. Both there and here it is a fruitful source of danger for the banks to adopt a policy that compels them to pay interest upon deposits which they have serious difficulty in employing so as to secure safety and to avoid loss. At the meeting of national, State and private banks at Philadelphia, this whole question in its various aspects will, we hope, receive careful discussion.

HOW GOVERNMENT AFFECTS BUSINESS.

Why is it that the business community always rejoice to know that Congress has finally dispersed? It is so every year—at least it has been so every season since the war closed; and notwithstanding the present retiring body has done many good things in unearthing fraud and economizing expenditures, the commercial interests are even now sending up a sigh of relief because there can be only a few more days of it. Formerly it was different. Before the war, government made scarcely a ripple by its movements. It ran of itself by reason of the simplicity and perfection of its machinery, and many columns of sage and congratulatory moralizing were every year printed about the simplicity of democratic government. The tacitly accepted theory was that government here was something like a city water-works organization, which had only to be let alone and it would attend to itself; which had no intimate relations with the people, but would furnish them whatever quantity of protection they happened to want without taking any particular thought as to whence it came or how. It is scarcely an exaggeration to say that to the mind of the mass of our citizens, the government had become in a vague way a sort of humane Providence, possessing wisdom, power and benevolence in almost any degree needed, and practically without putting any cost of support upon the people. During the last fifteen years, however, the disturbance of trade has been contradicting this theory, and our people have been forced to realize that legislation now is the very basis of commercial transactions; and they tremble so long as Congress—which in great part is made up of men inexperienced in commercial affairs—continues in session.

Where, then, does government touch business? First of all, in taxation, for nothing could be more false in fact, as well as mischievous in effect, than the notion that the government has virtually got along without taxing, because it has taxed indirectly by import duties. Not only do the people concern themselves less with the objects of public expenditure than they would if the tax-gatherer came with a definite demand, but the interference with trade by import duties is very great. Not that great interference is inseparable from a system of revenue imposts which should aim at simplicity and permanence, and should levy upon only a few articles; but that, as actually managed, our multifarious, complicated and often changed system of impost taxation has been on the whole a burden upon trade. That it has to a very considerable extent enticed capital into new enterprises only to be suddenly overthrown by a withdrawal of support; that its changes are sweeping and unforeseen; that it is in practice the exercise of an enormous power without a corresponding discretion; and that it

adds much to the impenetrable uncertainty about the future which hinders business movements, it is impossible to deny. It is a historical fact that the tariff has long been the football of parties and an ordinary issue in political campaigns, and experience has shown that nobody can derive business advantage from it without being exposed to business hurt. It is impossible to foresee, at the beginning of a Washington season, what changes may be made before the end, and every business movement must go by guess; the fact being that the intimacy of economic connections and the reach of the tariff are so great that no change can be made anywhere in the latter without its affecting every manufacturer as well as importer, and re-acting upon every branch of industry. A year ago, Congress passed two tariff acts within a few weeks' time, which actually altered (in effect) the values of goods already purchased and in transit from Europe. Congress has disposed of the subject, for one session, by making with one sweep a uniform "horizontal reduction" in the duties on a large number of articles. By laws whose effect not even the best specialists can clearly foresee—and specialists are a class of persons who are consulted very little in making the laws—Congress may and does lay hands upon every form of industry, depressing this, stimulating that, and making business at once more complicated, more sensitive, and more hazardous. Taxation is at best an arbitrary process, the burden of which is not likely to end with the mere portion it takes from the producer directly, unless managed with the utmost skill; but our system of taxing is an aggravation of the difficulty, and by it the government touches the people far more intimately and severely than they have learned as yet to realize.

In the next place, government is in contact with business at the point of the currency. Governmental action expelled coin, created two new forms of paper, and now for eleven years has kept business in a state of palpitating uncertainty as to whether the measure of values would be changed, and has made of late years its action a prime factor in every business-man's risks, but one which he had no data for conjecturing. So recently as the past week it has been doubtful whether Congress would not thoughtlessly enact laws about silver which might instantly alter the value of all securities, change the conditions of business, and start a train of consequences the end of which lay utterly beyond foresight. Congress can neither move towards specie nor move from it, can neither act nor refrain from acting, without influencing more or less the prices in all markets and the relative position of debtor and creditor. It is not necessary to be pessimistic, and it is not safe to be optimistic; there is as little ground for one as the other. The simple fact is, regret it how we may, that circumstances and drifting along with them have brought us to a condition in which the power of Congress and the tangle of financial matters are a standing menace, proving an extraordinary risk, which can neither be avoided, nor understood, nor ignored, nor lightly dared.

The influence of government on the finances does not end with its monopoly of power in currency matters. Such has been the growth of the sums handled annually, that the Treasury, which was meant for merely a disbursing and deposit bureau of public money, became in fact a regulator of the money market; and so far was the mischief of this abnormal condition forgotten that one Secretary actually asked of Congress permission to expand or contract the government issues as he saw fit. The purchases of government, which in

1861-65 gave business such an unnatural vigor that it was mistaken for solid prosperity, are sufficiently large even now to stimulate or depress business materially, according as they are enlarged or contracted, or as the expectation is one way or the other. Broadly and generally stated, the same government, in theory and form, which before the war was rather a remote affair and not much thought about except once in four years, has since so enlarged itself and so wound in and out among trades and industries that it neither lets nor can let anything alone. It might be wiser, and might be less aggressive in disposition; but, however bettered in quality, it will be some years yet before the utmost efforts will enable it to disentangle itself.

In the third place, government touches business in public morals, its contributions to which have been in jurious in large measure for the last eight years. It should teach a good lesson by example, the more because it gives out no precepts; it has been teaching a bad one. The two-dollar internal revenue tax during the war was the beginning of a course of corruption of which the recent details are yet being narrated. By a high tax, government has bred this corruption, just as it has bred smuggling by a high duty on silks. It has deteriorated in point of integrity and ability together, until we do not know whither to turn to escape the sight of public trusts abused. The worst fact is that we have all so far become united to this condition that we do not appreciate it, and we half consider it a thing to be expected. We are letting our government poison our youth and corrupt our morals, and if we go on so for another ten years we shall regard virtue as an exception, and cease to expect honesty in office.

Another important and sensitive connection between Congress and business is the "Southern question," as it is called. This very week the country has seen one of the Senators from Massachusetts—a State we are all proud of—propose "to remand the State of Mississippi to a territorial condition!" Surely such a suggestion shows that the writer of that report has not one qualification for his position. We know that is a strong expression. But a person who can so carelessly, flippantly talk about revolutionizing a State government, putting it into a condition of anarchy, for the paltry reasons suggested, exhibits a weakness—we had almost said wickedness—scarcely credible, and an utter want of appreciation of the business interests of the country.

But further illustration is unnecessary. In the ante-war period, in consequence of the practical remoteness of the government, there was no civilized country where so little attention was given to the working of government, where the system of government was so poorly understood, and where the people were so absorbed in dollar hunting as in the United States. It seems to us clear that this must change, and that experience will deal blows to the people until they learn to change it. The business man must see and admit that government does touch him in all the ways we have suggested, and in many others, and our aim will be accomplished if we can set him thinking whether he has not hitherto treated too lightly this important factor in his business calculations—in a word, whether the character and qualifications of each Senator and Congressman, of whatever politics, is not of the first importance to him.

RAILROAD EARNINGS IN JULY, AND FROM JAN. 1 TO JULY 31.

The gross earnings of seventeen railroads are reported for the full month of July, and, as our weekly returns have already foreshadowed, they do not make as favorable a comparison with 1875

as the previous months have done. The fact has been often referred to that a considerable part of the increase in gross earnings during the first half of the present year was owing to the heavy movement of produce from the West and Southwest, and so far as cereals are concerned the comparison with previous years is shown in the table below for the first seven months of the years named. The Western cities embraced in the returns are Chicago, Milwaukee, Detroit, Toledo, Cleveland, St. Louis, Peoria and Duluth, and their receipts and shipments were as follows:

	1876.	1875.	1874.	1873.
Receipts.....	86,633,307	71,831,461	91,507,381	80,933,123
Shipments.....	77,979,567	57,148,423	73,747,156	62,690,174

At the Atlantic ports receipts have been as follows: 1876, 94,971,511; 1875, 62,348,837; 1874, 81,554,948; 1873, 57,644,630.

The Buffalo Commercial Advertiser furnishes statistics as to the eastward grain movement on the Lake Shore road for July and since January 1, in the present and two previous years, as follows:

RECEIPTS AT BUFFALO BY L. S. AND M. S. FOR THE MONTH OF JULY.				
	1874.	1875.	1876.	
Flour, bbls.....	93,100	42,600	90,600	
Wheat, bush.....	454,860	158,400	249,300	
Corn, bush.....	566,200	218,500	432,400	
Oats, bush.....	533,300	148,800	267,500	
Barley, bush.....	11,400	7,600	48,500	
Rye, bush.....	5,600	4,400	29,300	
Total bush.....	1,619,100	574,900	1,027,100	

FROM JANUARY 1 TO JULY 31.				
	1874.	1875.	1876.	
Flour, bbls.....	895,800	378,200	635,200	
Wheat, bush.....	3,789,600	1,383,800	1,812,300	
Corn, bush.....	4,774,400	2,282,000	3,437,200	
Oats, bush.....	5,273,900	1,119,000	1,990,800	
Barley, bush.....	132,500	129,600	340,400	
Rye, bush.....	14,800	38,800	97,300	
Total bush.....	13,985,100	4,953,300	7,677,500	

The report of the Michigan Central Railroad, given at length last week, shows a further aggravation of the same difficulty that has been growing for a number of years, namely, a decrease in rates; and had the company been able to realize in 1875-6 anything near the rates of 1873-4, it would have had a large surplus applicable to dividends.

There were some exceptional and local misfortunes in July which reduced the earnings on certain roads, and among these we may mention the floods and breaking of bridges on the Missouri Kansas & Texas road, affecting its own earnings and those of the Houston & Texas Central. In Northern Illinois and Eastern Iowa a storm of great violence early in July produced floods which damaged the Illinois Central and interrupted its business, more or less, for a fortnight. The Atlantic & Pacific road also reports injury to its business from the heavy rains.

The Erie Railway's earnings in May are reported as follows by the Secretary of the Erie Bondholders' and Shareholders' Committee:

Year.	Gross Earnings.	Expenses.	Net Earnings.
1876.....	\$1,336,887 82	\$917,939 24	\$418,948 53
1875.....	1,556,581 99	1,000,784 49	455,737 50

We have not recently had regular reports of Union Pacific earnings, but a statement for six months, to July 1, says that the net receipts from January 1 show an increase of \$164,125 over the same six months of last year. The operating expenses for the same period show a decrease of nearly \$100,000.

As to the prospect for the balance of this year, there is little now to be said, but it may be observed that, after the first of October last year, many of the roads showed good earnings, and, therefore, their comparison can hardly be expected to show a large increase this year. August and September were dull months in 1875, and if earnings do not keep up to what they were then the traffic can hardly show much profit. The principal ground for hopefulness must still be in a termination of the freight war.

GROSS EARNINGS IN JULY.				
	1876.	1875.	Increase.	Decrease.
Atchison Topeka & Santa Fe.....	\$191,000	\$113,452	\$77,548	
Atlantic & Pacific.....	728,700	84,400	644,300	
Cairo & St. Louis.....	21,639	19,410	2,229	
Canada Southern.....	108,787	104,897	3,890	
Central Pacific.....	1,537,000	1,536,225	775	
Chicago & Alton.....	397,269	387,445	9,824	
Chicago Mil. & St. Paul.....	685,753	543,395	142,358	
Denver & Rio Grande.....	20,700	78,607	57,907	
Houston & Texas Central.....	29,533	35,733	6,200	
Illinois Central.....	\$482,063	715,399	233,336	
Indianap. Bloom. & West.....	88,507	87,415	1,092	
International & Gt. Northern.....	72,870	70,936	1,934	
Kansas Pacific.....	173,370	194,223	20,853	
Michigan Central.....	430,627	467,159	36,532	
Mo. Kansas & Texas.....	221,303	211,735	9,568	
Ohio & Mississippi.....	247,616	238,156	9,460	
St. L. Alton & T.H. (branches).....	29,533	35,733	6,200	
St. Louis Iron Mt. & Southern.....	253,500	226,311	27,189	
St. L. Kans. City & Northern.....	18,917	153,497	134,580	
St. Louis & S. Eastern.....	60,741	46,797	13,944	
Toledo Peoria & Warsaw.....	92,666	89,317	3,349	
Total.....	\$5,496,954	\$5,743,078	\$246,124	
Net decrease.....				\$56,124

* Three weeks only of July in each year.

† The receipts of the last week were \$18,100 in excess of last year; the poor showing of the previous three weeks is attributed to heavy rains.
‡ Earnings affected by the destruction of bridges of Mo. Kan. & Tex. RR.
§ Falling off in earnings attributed to storms, causing breaks in road.

GROSS EARNINGS FROM JANUARY 1 TO JULY 31.				
	1876.	1875.	Increase.	Decrease.
Atchison Topeka & S. Fe.....	\$124,0162	\$639,138	\$515,121	
Atlantic & Pacific.....	659,893	647,151	12,742	
Cairo & St. Louis.....	145,157	142,919	2,238	
Canada Southern.....	935,794	622,846	312,948	
Central Pacific.....	9,408,000	9,400,408	7,592	
Chicago & Alton.....	2,613,970	2,500,411	113,559	
Chicago Milwaukee & St. P.....	4,645,923	4,234,836	411,087	
Denver & Rio Grande.....	217,823	191,536	26,287	
Houston & Texas Central.....	1,401,873	1,192,826	209,047	
Illinois Central.....	4,030,601	4,201,975	171,374	
Indianap. Bloom. & West.....	858,038	681,932	176,106	
International & Gt. North'n.....	610,817	661,752	50,935	
Kansas Pacific.....	1,537,627	1,686,837	149,210	
Michigan Central.....	3,896,111	3,662,197	233,914	
Mo. Kansas & Texas.....	1,642,146	1,440,750	201,396	
Ohio & Mississippi.....	2,095,415	1,818,322	277,093	
St. L. Alton & T.H. (branches).....	263,610	213,839	49,771	
St. Louis Iron Mt. & South.....	1,972,886	1,839,190	133,696	
St. Louis Kan. City & North'n.....	1,717,302	1,358,339	358,963	
St. Louis & South Eastern.....	538,334	536,012	2,322	
Toledo Peoria & Warsaw.....	788,031	518,732	269,299	
Total.....	\$11,313,096	\$33,451,506	\$22,138,410	
Net increase.....			2,996,590	

* Three weeks only of July in each year.

The following companies have recently reported their earnings for June:

GROSS EARNINGS IN JUNE.				
	1876.	1875.	Increase.	Decrease.
Atlantic & Great Western.....	\$343,391	\$311,179	\$32,212	
Baltimore & Ohio.....	1,313,012	1,519,547	206,535	
Burl. & Mo. River in Neb.....	60,633	38,073	22,560	
Chicago Burlington & Quincy.....	1,039,303	948,105	91,198	
Cleveland Mt. Vernon & Del.....	33,650	42,232	8,582	
Hannibal & St. Joseph.....	141,426	122,455	18,971	
Houston & Texas Central.....	151,845	145,437	6,408	
Louisville Cin. & Lex.....	90,363	80,831	9,532	
Mobile & Ohio.....	83,811	81,983	1,828	
Nashville Chatt. & St. Louis.....	118,562	102,102	16,460	
Paducah & Memphis.....	14,371	12,624	1,747	
Philadelphia & Erie.....	231,235	237,153	5,918	
St. Paul & Sioux City.....	53,748	43,181	10,567	
Sioux City & St. Paul.....	31,863	22,605	9,258	
Total.....	\$3,779,295	\$3,765,530	\$13,765	
Net increase.....			\$13,765	

GROSS EARNINGS FROM JANUARY 1 TO JUNE 30.				
	1876.	1875.	Increase.	Decrease.
Burl. & Mo. River in Neb.....	\$311,637	\$251,761	\$59,876	
Chicago Burlington & Quincy.....	5,683,373	5,462,731	220,642	
Clev. Mt. Vernon & Delaware.....	184,210	205,595	21,385	
Houston & Texas Central.....	1,311,610	1,094,735	216,875	
Hannibal & St. Joseph.....	901,703	748,381	153,322	
Mobile & Ohio.....	87,010	783,335	76,325	
Nash. Chattanooga & St. L.....	876,636	769,303	107,333	
Paducah & Memphis.....	106,054	91,878	14,176	
Philadelphia & Erie.....	1,565,721	1,462,371	103,350	
St. Paul & Sioux City.....	261,337	198,211	63,126	
Sioux City & St. Paul.....	164,312	104,158	60,154	
Total.....	\$12,257,417	\$11,164,464	\$1,092,953	
Net increase.....			\$1,092,953	

The statement below gives the gross earnings, operating expenses and net earnings for the month of June, and from January 1 to June 30, of all the roads that will furnish statements for publication:

	June.	June.	Jan. 1 to June 30.	Jan. 1 to June 30.
	1876.	1875.	1876.	1875.
Burlington & Mo. River in Nebraska.....	\$36,073	\$36,073	\$241,637	\$231,761
Gross earnings.....	29,239	21,292	155,003	187,463
Operating expenses.....				
Net earnings.....	\$32,421	\$14,781	\$186,637	\$114,298
Chic. Burlington & Quincy.....	\$1,099,330	\$918,135	\$5,683,373	\$5,462,731
Gross earnings.....	526,307	471,580	2,934,531	2,576,814
Operating expenses.....				
Net earnings.....	\$574,933	\$478,515	\$2,691,044	\$2,535,967
Clev. Mt. Vernon & Del. and Br'chs.....	\$42,232	\$42,232	\$184,210	\$205,595
Gross earnings.....	\$3,837	36,694	143,172	162,143
Operating expenses.....				
Net earnings.....	\$363	\$6,138	\$36,928	\$43,853
Houston & Texas Cent.....	\$151,845	\$145,437	\$1,311,610	\$1,094,735
Gross earnings.....	\$142,316	139,304	939,041	945,70
Operating expenses.....				
Net earnings.....	\$9,529	\$15,133	\$362,569	\$149,061
Kansas Pacific.....	\$231,437	\$277,783	\$1,864,073	\$1,492,664
Gross earnings.....	145,005	140,720	877,904	840,904
Operating expenses.....				
Net earnings.....	\$93,432	\$137,063	\$486,169	\$651,960
Louisville Cin. & Lex.....	\$90,363	\$80,831	\$305,641	
Gross earnings.....	67,811	63,107	330,133	
Operating expenses.....				
Net earnings.....	\$32,552	\$17,724	\$125,508	
Nashville Chatt. & St. L.....	\$113,562	\$102,102	\$376,636	\$763,303
Gross earnings.....	79,052	65,323	545,014	540,652
Operating expenses.....				
Net earnings.....	\$39,500	\$36,779	\$333,592	\$222,156
Paducah & Memphis.....	\$14,371	\$12,624	\$106,054	\$91,878
Gross earnings.....	13,381	9,238	73,248	65,928
Operating expenses.....				
Net earnings.....	\$990	\$3,391	\$32,806	\$25,960
Philadelphia & Erie.....	\$231,235	\$237,153	\$1,565,721	\$1,462,371
Gross earnings.....	233,010	229,449	1,137,425	1,070,649
Operating expenses.....				
Net earnings.....	\$28,225	\$37,709	\$428,296	\$391,734
St. Louis & Southeastern.....	\$30,660	\$35,073	\$307,643	\$479,365
Gross earnings.....	65,894	65,002	430,497	435,645
Operating expenses.....				
Net earnings.....	\$11,765	\$81	\$77,145	\$43,619

* During this month, preparatory to the change of the gauge of the road, an additional force of men was employed, to alter the rolling stock, &c., causing, it is said, the increase in expenses above shown.

	June.		Jan. 1 to June 30.	
	1876.	1875.	1876.	1875.
St. Louis Iron Mt. & South.—				
Gross earnings.....	\$252,643	\$291,631	\$1,719,386	\$1,642,949
Operating expenses.....	161,440	151,169	989,685	964,258
Net earnings.....	\$91,203	\$140,462	\$729,701	\$678,691
St. Paul & Sioux City—				
Gross earnings.....	\$58,749	\$18,184	\$311,917	\$198,211
Operating expenses.....	31,616	49,816	181,583	188,918
Net earnings.....	\$27,133	\$2,368	\$130,334	\$9,293
Sioux City & St. Paul—				
Gross earnings.....	\$31,868	\$22,605	\$162,312	\$104,153
Operating expenses.....	21,010	24,747	137,312	114,128
Net earnings.....	\$10,858	\$2,368	\$25,000	\$9,025
† In June, 1876, floods interfered somewhat with the operation of the road.				
The companies in the following list have, as yet, only brought their figures forward to June 1:				
	May.		Jan. 1 to May 31.	
	1876.	1875.	1876.	1875.
Atch. Top. & Santa Fe—				
Gross earnings.....	\$219,370	\$107,615	\$57,162	\$471,240
Operating expenses.....	108,866	49,924	422,438	232,233
Net earnings.....	\$110,504	\$57,691	\$436,794	\$239,007
Denver & Rio Grande—				
Gross earnings.....	\$34,119	\$35,533	\$162,508	\$138,222
Operating expenses.....	21,331	17,193	88,736	78,391
Net earnings.....	\$12,788	\$18,340	\$73,772	\$59,831
Michigan Central—				
Gross earnings.....	\$629,348	\$556,789	\$2,932,314	\$2,710,591
Operating expenses.....	415,102	402,667	1,931,579	.....
Net earnings.....	\$214,246	\$154,122	\$999,735	.....

A NEW ENTERPRISE—THE TEXAS WESTERN NARROW-GAUGE RAILWAY COMPANY.

It is a well-known fact, to which we have often referred, that the State of Texas since the war has steadily advanced in commercial prosperity and in increase of population. The census of 1870 gave the population of the State as 818,899; the Governor of the State now estimates it as close upon 2,000,000. With the vast territory which it contains and this comparatively large population, Texas has only about 1,800 miles of completed railroad; there are no reliable navigable streams in the interior, and the wants and necessities of the immense tide of immigration, which is now flowing into the State, has caused some of her active business men to cast about for means of ready transportation from the rapidly settling counties of the interior to the seaboard, and a market. Mr. T. W. House, a well-known banker of Houston, and one of the most enterprising of her citizens, in connection with others, conceived the idea of a narrow-gauge railroad, which should extend westward from Houston and terminate eventually, if circumstances permitted, on the Pacific coast. A charter was procured from the State and the Company organized under the title which heads this article; work was commenced and is being prosecuted with vigor, over twenty miles of the road being now built and in running order. The State government with a just appreciation of the benefits to accrue, made a grant to the company of sixteen sections (10,240 acres) of land for every mile of road built and put in running order. The line, as now projected, extends from Houston, westward through the populous towns of Lagrange, Lockart, New Braunfels and San Antonio to Presidio del Norte on the Rio Grande, with a branch from Lockart, or other convenient point, running in a northwesterly direction to a junction with the Denver & Rio Grande Railway; making upwards of fifteen hundred miles of road. The territory through which it passes in the northern and middle portions of the State is eminently adapted to the growth of all the cereals, although cotton in great perfection may be seen growing there also. The difference of climate between the northern and the coast country has its effects upon the products, hence the southern or gulf and the southwestern counties are more generally adapted to the products they raise, viz.: Corn, cotton, sugar, rice, tobacco, &c. The western and southwestern counties are the great cattle producing sections also; the line penetrates the heart of this "cattle district," which will afford a large business to the road. In the northwest counties, especially Llano, Bastrop, San Saba and Lampasas, which are traversed by the branch to connect with the Denver & Rio Grande Railroad, inexhaustible fields of coal, iron, lead, silver and other valuable minerals exist. This section of country is as yet undeveloped and sparsely settled, but, according to the State geological, and to private, surveys, it shows mineral resources of great wealth. Another strong point in favor of the road is, that beginning at Houston the head of tide-water on the Gulf of Mexico, and running westward to Presidio del Norte on the Rio Grande, thence in a southwesterly course through the Mexican State of Chihuahua, one of the richest mineral regions of the continent, to Guaymas on the Gulf of California, which possesses a fine harbor with over forty feet of water, capable of

accommodating ships of the largest capacity, it forms a most feasible and short route from the Gulf of Mexico to the Pacific Ocean, less than eleven hundred miles in length, or about one-third of the distance of the Northern Pacific Railroad, and about one-half that of the Texas Pacific Railroad, and through a country of most salubrious climate, capable of sustaining a large population.

The road is narrow gauge, as it was deemed that it thus better met the demand for cheap transportation, and, besides, the less cost in construction was an item of too much importance to be overlooked. In this connection, it may not be amiss to note that the price of railroad iron and materials of all kinds has experienced such a fall that it must revert largely to the advantage of the company. The road, as before stated, has been built and is now running to Habermacher, a prosperous German town, over twenty miles from Houston. The grading has been done and iron is now being laid, in continuation of the line, to a station in Austin county, situated in the midst of a very fertile section of country, which is to be named House, in honor of the President, Mr. T. W. House, and over fifty miles from Houston; this section, it is fully anticipated, will be finished and trains running over it by the middle of September. In conclusion the enterprise seems to be one which should attract the attention of capitalists, as the bonds of the road are limited to ten thousand dollars per mile, with interest at seven per cent in gold, and are a first and only lien upon its property; and with the increasing immigration and growing commerce of the State of Texas, the road should, in a few years, be able to make handsome returns for the capital invested, not alone from its own immediate earnings, but from the sale of lands from its vast land-grant. The trustee of the bonds of the Company is the Farmer's Loan and Trust Company of New York.

Latest Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—JULY 28.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam....	3 months.	12.4% @ 12.4%	....	short.	12.10
Antwerp.....	"	25.45 @ 25.50	....	"	25.29
Hamburg.....	"	20.62 @ 20.66	....	3 mos.	20.43
Paris.....	"	25.40 @ 25.47 1/2	....	short.	25.29
Vienna.....	short.	25.25 @ 25.35	....	....	....
Berlin.....	3 months.	12.67 1/2 @ 12.72 1/2	....	....	....
Frankfurt.....	"	20.62 @ 20.66	....	short.	20.50
St. Petersburg.....	"	20.62 @ 20.66	....	....	....
Cadiz.....	"	30 7-16 @ 30 9-16	July 25.	3 mos.	31 13-32
Lisbon.....	90 days.	47% @ 47 1/2	....	....	....
Milan.....	3 months.	27.60 @ 27.65	....	....	....
Genoa.....	"	27.60 @ 27.65	....	....	....
Naples.....	"	27.60 @ 27.65	....	....	....
Madrid.....	"	47% @ 47 1/2	July 26.	short.	48.35
New York.....	....	....	July 28.	60 days.	4.88 1/2
Rio de Janeiro.....	....	....	June 29.	90 days.	25 1/2
Bahia.....	....	....	....	....	....
Buenos Ayres.....	....	....	....	....	....
Valparaiso.....	....	....	June 2.	60 days.	40%
Pernambuco.....	....	....	June 27.	90 days.	25 1/2 @ 25 1/2
Montevideo.....	....	....	....	....	....
Bombay.....	30 days.	16. 7% d.	July 27.	6 mos.	16. 7% d.
Calcutta.....	....	18. 7% d.	July 27.	12 mos.	16. 7% d.
Hong Kong.....	....	....	July 2.	....	38. 7% d.
Shanghai.....	....	....	May 27.	....	58. 4% d. @ 58. 4% d.
Singapore.....	....	....	June 10.	60 days.	38. 11% d. @ 38. 11% d.
Alexandria.....	....	....	July 5.	3 mos.	9 1/2

[From our own correspondent.]

LONDON, Saturday, July 29, 1876.

The amount of money seeking employment in the discount market is still very large, and is increasing rather than diminishing. It was anticipated, however, that this would be the case during the summer months, and it is more than probable that the supply of floating capital will far exceed the demand, for some weeks to come. There is no improvement reported in commercial circles, and hence the trade demand for money is on a very restricted scale. This week's Bank return shows that the total of "other securities" has been diminished by £205,923, or to £17,011,493. There is also an increase of £743,950 in the total supply of bullion, while the reserve of notes and coin has been augmented by £788,535. The supply of bullion now amounts to as much as £23,037,926; and the reserve of notes and coin to £19,723,286. The former shows an increase of £6,429,254 and the latter of £4,339,059, compared with the corresponding period of last year. The proportion of reserve to liabilities continues to rise, and is now as much as 57.58 per cent. Beyond these changes, the position of the money market has not materially varied. The rates of discount tend downward, and the best short-dated and three months' bills are freely taken at one per cent, and in some

instances at a still lower figure. In consequence of the very easy condition of the money market, and the necessarily small profits which accrue in this department of business, the joint-stock banks are reducing their rates of interest allowed for deposits. The Union Bank of London inaugurated the movement by only allowing one per cent for balances under £500; other banks have this week announced their intention of adopting the same course, and it is expected that there will be a general understanding on this point at periods when money is so cheap as it is at present. It is perhaps remarkable that the half-yearly reports of the Joint-Stock Banks exhibit results so satisfactory to all reasonable shareholders. This is due, however, not to any increase in the amount of business done (as the general complaint has been that directors have experienced considerable, if not great, difficulty in employing their surplus balances), but to the fact that a very cautious policy has been pursued, and that bad debts have been few. The failures of last year have evidently had a very salutary effect in so far as they have prevented injudicious trading, and it will probably be some time yet before the trade or the financial business of the country again assumes any indications of imprudent speculation. Company promoters still find that their business is at a standstill, and there is reason to believe that the introduction of new undertakings to public notice will continue to prove unsuccessful. The quotations for money are now as follows:

	Per cent.	Open-market rates:	Per cent.
Bank rate.....	2	4 months' bank bills.....	1½ @ 1½
Open-market rates:		6 months' bank bills.....	1½ @ 1½
30 and 60 days' bills.....	1	4 and 6 months' trade bills.....	1½ @ 1½
3 months' bills.....	1		

The rates of interest allowed by the Joint-stock banks and discount houses for deposits, remain as follows:

	Per cent.
Joint-stock banks.....	1 @...
Discount houses at call.....	1 @...
Discount houses with 7 days' notice.....	1 @...
Discount houses with 14 days' notice.....	1 @...

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English wheat, the price of Middling Upland cotton, of No. 40's Mule twist, fair second quality, and the Bankers' Clearing House return, compared with the previous four years:

	1872.	1873.	1874.	1875.	1876.
Circulation, including bank post bills.....	36,757,401	36,813,704	27,071,025	28,600,789	28,644,004
Public deposits.....	6,710,887	6,178,853	3,337,047	3,590,269	4,994,160
Other deposits.....	28,149,615	18,225,131	19,337,919	22,222,104	28,960,784
Government securities.....	13,385,643	13,398,323	13,937,473	14,028,626	13,403,977
Other securities.....	26,394,638	17,149,980	16,553,943	18,712,803	17,011,493
Reserve of notes and coin.....	11,477,943	12,423,353	10,773,293	15,384,327	19,723,286
Coin and bullion in both departments.....	22,636,068	23,312,007	22,478,318	26,603,673	33,037,926
Bank rate.....	3½ p. c.	3½ p. c.	3 p. c.	2½ p. c.	2 p. c.
Consols.....	92½	92½	94½	94½	96½
English wheat.....	79s. 11.	60s. 1d.	60s. 5d.	47s. 5d.	48s. 8d.
Mid. Upland cotton.....	9½d.	8½d.	8½d.	6 15-16d.	8½d.
No. 40 mule twist fair 2d quality.....	1s. 3d.	1s. 1½d.	1s. 0½d.	11d.	10½d.
Clearing House return.....	147,553,000	96,013,000	89,556,000	83,523,000	81,053,000

There has been scarcely any export demand for gold during the week. The imports have been moderately extensive, and about £750,000 has, on balance, been sent into the Bank. In the silver market there has been more activity, and prices show a decided recovery, fine bars being quoted at 51d. to 51½d. per ounce. The steamer for the East has taken out this week £374,582, consisting chiefly of silver.

The following are the rates of discount at the leading cities abroad:

	Bank rate.	Open rate.	market.
	per cent.	per cent.	per cent.
Paris.....	3	2½	
Amsterdam.....	3	2½	
Hamburg.....	4	2½	
Berlin.....	4	2½	
Frankfurt.....	4	2½	
Vienna and Trieste.....	4½	4	
Madrid, Cadiz and Barcelona.....	6	6@8	
Lisbon and Oporto.....	6		
St. Petersburg.....	7	8	
Brussels.....	2½	2	
Turin, Florence and Rome.....	5	4	
Lepzig.....	4	2½	
Genoa.....	5	4	
Geneva.....	3	3	
New York.....	4½	4@6	
Calcutta.....	5	5	
Copenhagen.....	5	5	
Constantinople.....	5	5	

The directors of the London and County Bank recommend a dividend of £1 12s. per share, being 8 per cent for the half-year. After that payment has been made, a sum of £2,579 will remain to be carried forward. The dividend at the corresponding period of last year was at the same rate, and £2,762 were carried forward.

The short-time movement still occupies much of public attention, especially in Lancashire. On Tuesday, an important meeting of operatives was held at Blackburn, at which the following resolutions were passed:

1. That this meeting deeply deplores that, whilst the trade is suffering so much from over-production, and some employers working short time with a view to improving this state of things, many employers should be seriously violating the Factory Acts by working over-time and thus illegally increasing the evil which other employers are endeavoring to lessen.
2. That with a view to the curtailment of this illegitimate production, this meeting authorizes the employment of persons in each locality to report any violation of the Acts, and, under the instructions of this committee, to lay

information and give evidence against them before the magistrates, with the object of securing a conviction.

The representatives also agreed upon a circular to be addressed to factory operatives, respecting the threatened reduction of 10 per cent in their wages. The circular, after reciting the resolutions adopted at the various meetings at the Masters' and at the Operatives' Associations on the wages question, deals with the statement made by the employers that the rules of their Association prevented them from dealing with either short-time or any other question, except those affecting wages. The circular says the masters "oppose the new factory bill; they prosecute the establishment of a code of new rules; they deal with the abolition of the Indian import duties on cotton goods and yarns, and have made and defended appeals to the Court of Queen's Bench—*Carns and White vs. Eastwood, Greason vs. Watson and others.*" With reference to the resolution, adopted by the employers yesterday week, to postpone the wages question for one month, the circular says:

"We would have preferred to have fought out this question at the present time rather than have had this threatened reduction hanging over our heads, because we believe it is not altogether a question of good or bad trade, but a determination on the part of a few that wages shall go down the first opportunity that presents itself. It is evident from what has taken place during the last few years and the arguments repeatedly made use of by employers, that they have fully made up their minds, sooner or later, to attempt permanently to reduce wages, their stock argument being that unless the cost of labor can be considerably reduced, foreign competitors will drive the Lancashire cotton spinners and manufacturers from all the markets of the world; thus the staple trade of Lancashire will become utterly ruined. We deny that there is any competition with this country in the neutral markets of the world, and our employers know it as well, if not better, than we do. They are repeatedly hawking this bugbear—foreign competition—before the public, but have never ventured to produce any proofs thereof. We would ask—What foreign nation sends cotton goods to India? What foreign nation besides our own sends cotton goods to China (except some few heavy drills that may occasionally be imported from America)? What foreign nation sends goods to France, Germany, Italy, Russia, Turkey, or any of our continental or Eastern markets? What foreign nation, except our own, sends cotton goods to the United States or Canada? Al. or nearly all, of the above countries impose heavy protective tariffs on our goods to foster what little cotton industry they possess. We say distinctly that if those countries would abolish those protective duties on our goods, we should be able at an even much higher rate of wages than we now get to destroy the small native industry they possess. If there has been any fear of continental nations co-opting with us in the neutral markets of the world, it has been brought about by the action of the employers themselves (and not by the action of wages paid to factory workers), by supplying to their customers goods adulterated, in many cases to the extent of 80 and 90 per cent, with a deleterious compound, instead of the genuine article manufactured previous to the cotton famine. Therefore, believing, as we do, that certain employers have made up their minds, irrespective of trade, ere long to permanently reduce the wages of the factory workers, we earnestly advise you to make the best possible use of your earnings; and we would also suggest that a special fund should be set aside to fight the great battle which some employers evidently intend to thrust upon us, unless we are willing to allow ourselves to be reduced to the position in which the agricultural laborers found themselves some years ago. Very truly yours, the Wages Committee: Thos. Birwistle, East Lancashire; Richard Cocking, Blackburn; E. Entwistle, Stockport; David Holmes, Burnley; John Hopper, Blackburn; Thos. Oldham, Darwen; Luke Park, Preston; John Whalley, Blackburn."

This circular and action of the operatives were in response to the meeting of the Master Cotton Spinners' Association of Oldham, which was held on Wednesday night of last week, for the purpose of considering the present condition of the cotton trade, and also to receive a deputation from the limited companies in reference to the adoption of shorter hours. There was a numerous attendance. The deputation having been introduced, Mr. J. B. Tattersall, on their behalf, stated that at a meeting representing 41 limited companies, held the previous night, it was decided to curtail the working week to four days. After some discussion the Masters' Association adopted the following resolution: "That in view of the depressed state of trade, and having been assured that most of the limited companies have agreed to work short-time for a period of two months, this Association strongly recommends its members to commence at once working not more than four days a week for that period." It may now be fairly stated that Oldham has resolved on short-time, and the importance of this step may be calculated when it is remembered that the step will affect something like 7,000,000 spindles, fully three-fifths of which number is represented by the Masters' Association. It is calculated that about 50,000 operatives will be affected by the movement, and that the loss of wages which will necessarily ensue will amount to not less than £10,000 per week. A second aggregate meeting of the representatives of limited companies was held on Tuesday of this week, in the Temperance Hall. There were about 100 representatives present. The following resolution was carried unanimously:

"That this meeting is pleased to learn that a number of mills have already commenced working short-time, and that a very considerable number of others have signified their determination to commence working short-time this week. We therefore, having every confidence in these companies fulfilling their agreement, urgently impress upon the remaining companies to commence working short-time at once."

The weather has continued favorable for the agricultural interests, and the trade for cereal produce has remained in a dull and inactive state, with a downward tendency in the quotations. In some localities there have been complaints that, owing to the heat of the weather, the crops were ripening with too great rapidity, and that the quality of the produce would not be so satisfactory as had been anticipated. Fears were entertained that the new produce would present a dry and shrivelled appearance,

and would, in point of quality, fall below the expectations which had been formed regarding it. Most parts of the country have, however, been visited with a somewhat copious, and a decidedly opportune and beneficial, rain during the past week, and there is every reason to believe that the crops have derived great benefit from it. We do not share the belief of those who apprehended that the wheat plant would be dried up by the heat, as the plant was in most districts well rooted, and it is a well-known fact that when such is the case a dry summer is favorable to a healthy development of it, and to the production of a superior quality of produce. At all events, such a result was attained within recent memory—viz., in the hot, dry summers of 1868 and 1870, in which years the quality of the wheat grown had never perhaps been surpassed. No doubt, the effect of the rains upon the wheat crop will be to produce a plumper grain, and in this respect a beneficial result may be attained; but the great advantage which has been gained, and which cannot be disputed, has been the impetus which has been given to the production of feeding stuffs. The crops of barley, oats, beans, peas and roots were unquestionably in want of moisture, and before another week shall have elapsed we shall probably witness as great a change in these, and especially in that of roots, as was apparent in those of cereals when the hot, dry weather set in—about six or eight weeks ago. For these reasons, there can be no doubt of the fact that to the country at large the rainfall of the past week will yield most satisfactory results. There is now no reason to apprehend a drought or any scarcity of food for cattle. The upward movement in the value of meat is likely to receive a check, and the meat-producing section of the country will be placed in the position of furnishing the various markets of the Kingdom with adequate supplies of good meat.

The sales of English wheat in the 150 principal markets of England and Wales, during the week ending July 23, amounted to only 18,154 quarters, against 28,581 quarters last year; while in the whole Kingdom, it is estimated that they were 72,620 quarters, against 114,250 quarters in 1875. Since harvest, the sales in the 150 principal markets have amounted to 1,983,367 quarters, against 2,621,897 quarters; while in the whole Kingdom it is computed that they have been 7,933,500 quarters, against 10,487,600 quarters in the corresponding period of the previous season, showing a diminution of 2,554,100 quarters. The following quantities of wheat and flour have been placed upon the British markets since last harvest, or since the commencement of last September:

	1875-6.	1874-5.	1873-4.	1872-3.
Imports of wheat since harvest.....	46,507,780	37,461,772	38,591,105	40,926,500
Imports of flour since harvest.....	5,690,917	5,983,878	6,032,134	6,122,744
Sales of English produce.....	35,700,603	47,154,200	39,340,000	31,337,700
Total.....	87,899,297	90,633,850	83,943,539	78,281,944
Deduct exports of wheat and flour.....	881,120	232,145	2,519,013	674,223
Result.....	87,018,177	90,377,705	81,394,506	77,607,721
Average price of English wheat for the season.....	47s. 1d.	41s. 8d.	63s. 0d.	58s. 2d.

The following figures show the imports and exports of cereal produce into and from the United Kingdom since harvest, viz., from September 1 to the close of last week, compared with the corresponding periods in the previous three years:

IMPORTS.				
	1875-6.	1874-5.	1873-4.	1872-3.
Wheat.....	46,507,780	37,461,772	38,591,105	40,926,500
Barley.....	7,771,152	12,362,385	8,232,874	12,587,377
Oats.....	10,330,440	9,515,835	9,709,033	11,014,541
Peas.....	1,236,024	1,745,607	1,383,974	1,342,012
Beans.....	3,619,833	2,678,656	3,424,574	2,319,593
Indian Corn.....	28,562,532	14,844,933	16,165,178	12,173,306
Flour.....	5,690,917	5,983,878	6,032,134	6,122,744
EXPORTS.				
Wheat.....	854,836	205,967	2,380,270	612,532
Barley.....	35,704	187,134	233,748	20,333
Oats.....	353,659	79,691	123,325	20,536
Peas.....	38,465	18,582	11,306	7,458
Beans.....	9,538	2,657	2,513	2,533
Indian Corn.....	48,595	46,431	137,814	46,947
Flour.....	24,284	56,193	228,783	51,661

An important failure was reported last week, that of Messrs. J. & G. Harris, shipping agents of London & Queensland. The liabilities are estimated at £300,000, the assets comprising stock in trade, book debts, shares in ships, and cash and other property valued at about £200,000. Another small failure in the corn trade has been reported at Liverpool, and there has also been one at Glasgow.

The iron trade continues in a very unsatisfactory state, and rumors have been current of a large impending failure in the Cleveland district. Hopes are entertained that financial assistance will be rendered, and the later reports are that arrangements have been made for converting the firm into a limited company. The shipping trade in iron goods is still very dull, but

there is a moderate demand for manufactured iron for home consumption. The tendency of prices, however, is downward. Sheet iron, which was lately quoted at £10, is now freely offered at £9 10s. per ton.

In the coal trade a very dull tone has continued to prevail. Both for manufacturing and domestic purposes the demand has been upon a very restricted scale, but the larger holders or producers are firm, and are unwilling to sell, except at full prices. A report from Lancashire states that there is very little doing in any description of fuel, and stocks are increasing both at the pits and in the yards. There is a good deal of pushing for orders on the part of some of the smaller concerns, but this does not affect the quotations of the larger proprietors, who, as a rule, are tolerably firm at their late rates. In the house-coal trade the amount of business doing is restricted to the smallest possible proportions, the requirements of private consumers being very limited, consequent upon the heat of the weather, whilst merchants are not disposed to take in stocks at present prices. For common classes of round coal there is also but little demand, consequent upon the depression in the iron trade, and the short time now being adopted at the cotton mills is affecting the demand for engine fuel; but slack is not at all plentiful, and for this description of fuel prices are firm. In the South Lancashire district supplies of coal have been less plentiful during the past week, owing to many of the men, notwithstanding the agreement to accept the reduction of 15 per cent, not having returned to work since the notices expired; but it is only in exceptional cases where there is any difficulty in supplying the requirements of customers. Prices exhibit no material change, and the pit quotations, as a rule, remain the same as those given last week. In the shipping trade a few more inquiries have been reported, and some speculative lots have been sent out on account of the war; but prices still rule low.

In the wool trade there has been a partial recovery from the recent depression. Buyers, however, both English and foreign, have been operating with extreme caution, but in some instances prices show a recovery of $\frac{1}{4}$ d. to 1d. per lb., compared with a fortnight since. The arrivals to the sales of colonial wool now in progress had been 407,100 bales, of which about 230,000 bales have now been catalogued. The quantity withdrawn is estimated at 12,000 bales. Rather more than one-half the available quantity has now been sold. Of the second half a portion will probably be held over, and in that case the sales—if the daily quantities offered continue as large as hitherto—are likely to close a week sooner than originally arranged.

The fresh supplies for the last series (supposing the sales to begin at the end of October) are by the last Colonial advices estimated to comprise about 100,000 bales Australian and 60,000 @65,000 bales Cape wool, or about 30,000 bales less than had generally been anticipated.

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week have been reported by cable, as shown in the following summary:

London Money and Stock Market.—The bullion in the Bank of England has increased £249,000 during the week.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money.....	96 11-16	96 8-16	96 5-16	96 5-16	96 9-16	96 9-16
" account.....	96 11-16	96 3-16	96 5-16	96 5-16	96 9-16	96 9-16
U. S. 6s (5-20s) 1865 (old) 106	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
U. S. 10-40s.....	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
New 5s.....	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2

The quotations for United States new fives at Liverpool were:

U. S. new fives.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
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Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Flour (extra State).....	23 0	23 0	23 0	23 0	23 0	22 6
Wheat (No. 1 spring).....	9 3	9 2	9 2	9 2	9 2	9 1
" (No. 2 spring).....	8 5	8 4	8 4	8 4	8 4	8 3
" (Cal. white, club).....	9 4	9 4	9 4	9 4	9 4	9 3
Corn (N.W. mix.).....	25 9	25 6	25 6	25 6	25 6	25 3
Peas (Canadian).....	36 0	36 0	36 0	36 0	36 0	36 0

Liverpool Provisions Market.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Beef (mess) new.....	73 0	73 0	73 0	73 0	73 0	73 0
Pork (Wt. mess) new.....	85 0	86 0	86 0	86 0	86 0	86 0
Bacon (l.c. ind.) new.....	49 0	49 0	49 0	49 0	49 0	49 0
Lard (American).....	50 6	50 6	50 6	50 6	50 6	50 6
Cheese (Amer'n fine).....	43 0	43 0	43 0	43 0	43 0	43 0

Liverpool Produce Market.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Rosin (common).....	5 0	5 0	5 0	5 0	5 0	5 0
" (pale).....	14 0	14 0	14 0	14 0	14 0	14 0
Petroleum (refined).....	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
" (spirits).....	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Tallow (prime City).....	41 0	41 0	41 0	41 0	41 0	41 0
Cloverseed (Am. red).....	50 0	50 0	50 0	50 0	50 0	50 0
Spirit turpentine.....	24 0	24 0	24 0	24 0	24 0	24 0

London Produce and Oil Markets.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Line'd'cke (obl.)	47 6	47 6	47 6	47 6	47 6	47 6
Linseed (Calcutta)	47 6	47 6	47 6	47 6	47 6	47 6
Sugar (No. 12 D'chid)	23 3	23 3	23 3	23 3	23 3	23 3
On spot, 2 cwt.	23 3	23 3	23 3	23 3	23 3	23 3
Sperm oil	34 0	34 0	34 0	34 0	34 0	34 0
Whale oil	34 0	34 0	34 0	34 0	34 0	34 0
Linseed oil	24 0	24 0	24 0	24 0	24 0	24 0

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a decrease in both dry goods and general merchandise. The total imports amount to \$4,489,713 this week, against \$5,168,729 last week, and \$5,200,119 the previous week. The exports amount to \$5,918,086 this week, against \$5,427,839 last week and \$4,790,941 the previous week. The exports of cotton the past week were 6,524 bales, against 8,164 bales last week. The following are the imports at New York for week ending (for dry goods) Aug. 3, and for the week ending (for general merchandise) Aug. 4:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1873.	1874.	1875.	1876.
Dry goods	\$2,814,977	\$2,970,954	\$2,032,635	\$1,614,609
General merchandise	4,170,934	4,038,732	2,743,657	2,811,652
Total for the week	\$6,985,911	\$7,009,676	\$4,776,292	\$4,426,261
Previously reported	215,358,090	246,381,750	206,904,535	175,261,139

Since Jan. 1.....\$232,519,901 \$253,593,436 \$211,690,847 \$179,753,902

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending Aug. 8:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1873.	1874.	1875.	1876.
For the week	\$5,276,814	\$5,351,353	\$5,217,651	\$5,918,086
Previously reported	163,992,120	175,763,629	149,277,999	151,171,715

Since Jan. 1.....\$174,263,931 \$181,114,373 \$153,493,650 \$160,089,851

The following will show the exports of specie from the port of New York for the week ending Aug. 5, 1876, and since the beginning of the year, with a comparison for the corresponding date in previous years:

Aug. 1—Brig L. W. Armstrong, Mayaguez.....	Fractional silver coin.	\$5,000
Aug. 1—Str. Bothnia.....	Silver bars.....	20,000
Aug. 1—Str. Bothnia.....	Silver bullion.....	1,000
Aug. 3—Str. Canina.....	Hamilton, Ber American gold.....	237
Aug. 3—Str. Pommerania.....	Silver bars.....	138,000
Aug. 3—Str. Pommerania.....	Gold bars.....	27,337
Aug. 3—Str. Pommerania.....	English sovereigns.....	8,930
Aug. 3—Str. Pommerania.....	American gold.....	100,000
Aug. 5—Schr. W. R. Knight.....	Bay Island.....	4,500
Aug. 5—Schr. Tom Williams.....	London.....	1,000
Aug. 5—Schr. Morel.....	London.....	55,000
Aug. 5—Str. City of Montreal.....	Liverpool.....	23,000
Aug. 5—Str. Periere.....	Il vve.....	15,000
Aug. 5—Str. Periere.....	Foreign gold.....	46,650
Total for the week.....		\$505,324
Previously reported.....		37,500,938

Total since January 1, 1876.....\$35,006,382

Same time in—	Same time in—
1875.....\$39,237,617	1870.....\$10,715,781
1874.....37,205,632	1869.....23,436,818
1873.....32,532,453	1868.....62,384,680
1872.....55,238,266	1867.....38,674,716
1871.....52,393,516	1866.....51,977,142

The imports of specie at this port during the past week have been as follows:

July 31—Str. Acapulco.....	Aspinwall.....	Silver coin.....	\$581
July 31—Str. Acapulco.....	Aspinwall.....	Gold dust.....	531
July 31—Schr. M. A. Harmon.....	Laguayra.....	Gold coin.....	58,000
Aug. 3—Str. Columbus.....	Havana.....	Gold coin.....	52,000
Aug. 4—Str. Alps.....	Colon.....	Silver coin.....	1,030

Total for the week.....\$82,262

Previously reported.....2,538,492

Total since Jan. 1, 1876.....\$2,675,751

Same time in—	Same time in—
1875.....\$8,037,157	1870.....\$7,405,375
1874.....3,659,723	1869.....9,515,370
1873.....5,564,222	1868.....4,534,114
1872.....2,797,831	1867.....1,743,560
1871.....7,424,449	

—The American Mining Exchange was organized in the Drexel Building, Thursday, by the election of the following officers: President, William Ward; Vice President, Lawrence P. Bayne; Treasurer, Daniel Butterfield; Secretary, H. J. Hubbard; Assistant Secretary, Walworth Ward; Chairman Arbitration Committee, William M. Burgoyne; Executive Committee, Gabriel Netter, Francis B. Foster, John F. Scott, George P. Townsend, Daniel Butterfield, Joseph T. Thompson, and Andrew L. Thompson; Finance Committee, John T. Daly, L. P. Bayne, William Brandreth, N. P. Henderson, and H. J. Hubbard; Membership Committee, Calixte Harvier, Walter Browne, jr., James Campbell, Joseph T. Rook, Samuel S. Rutsky, Henry Pohly and Francis H. Fogg. After the adoption of a formal constitution and by-laws, a committee of five was appointed to consider the placing of stocks upon the list. The new Exchange will deal in mining, manufacturing, and other stocks, and will have two "calls" each day—morning and afternoon. The rate of commission will be \$2 on each 100 shares or less of stock bought or sold, and, in addition thereto, 1-10 of one per cent on the total sum of the order executed. The Exchange will begin business as soon as appropriate quarters have been obtained.

—The Baltimore Sun says: The "Baltimore Stock Exchange," which was chartered by the State Legislature last winter, has

been organized, with F. B. Loney, President, and Charles G. Kerr, Treasurer, Attorney and Counsellor. The large rooms on the second floor of the Rialto Building, corner of Second and Holliday streets, have been rented from the trustees of the late John Hopkins, and it is proposed to open a public Stock Exchange about the 1st of September. It is in contemplation to establish a Real Estate Exchange in the same rooms. It is understood that the new Stock Exchange will be conducted on a plan similar to the one in New York, except that the fees for membership will be nominal. The Press will be admitted to the sessions.

—Mr. T. W. House, the head of the well-known banking firm which bears his name in Houston, Texas, is now in New York, in connection with business in regard to that important enterprise, the Texas Western Narrow Gauge Railway Company, of which he is president. Mr. House established his business in Texas over forty years ago, and his name has become prominent in business circles, both on account of the extent and the high character of his transactions. His success has kept pace with his extending acquaintance, and the business of his establishment at this date is equalled in magnitude by few houses in the South.

—We call attention to the card of Messrs. J. B. Watkins & Co., of Lawrence, Kansas, in our advertising columns. This firm offers first-class improved farm first mortgage coupon bonds on Kansas, Missouri and Iowa property. With many years experience, they state that no customer of theirs has ever waited a day for interest or principal when due. They have recently established an office in New York, at 72 Cedar street.

—Messrs. Blake Brothers & Co., the well-known bankers of New York and Boston, offer, in our to day's issue, \$75,000 City of Buffalo Water Loan Bonds of 1896, and \$50,000 City of Providence Water Loan Gold Bonds of 1906. The Buffalo bonds bear six per cent interest; and the Providence bonds bear five per cent interest in gold. These securities will probably commend themselves to careful investors, as the bonds of two of our prominent and flourishing cities.

—The Mariposa Land & Mining Company's last assessment is delinquent from August 7 last, and liable to a charge of three dollars on each certificate for advertising sale of same.

—"Absolute safety at sea" is the important announcement at the head of the American Life-saving Suit Company's advertisement, in another part of this paper. This safety is promised, so far as human invention and forethought can provide for it, by the possession of one of the company's life-saving suits, which not only takes the place of an ordinary life-preserver in floating the body in water, but also covers the person completely with a waterproof suit which keeps it dry and warm. With one of these suits on, and having the waterproof bag for provisions, or "commissariat department," which goes with it, a person could live some days in the water with tolerable comfort, and thus be enabled to save life. In the case of the appalling accidents which happened to the "Ville du Havre," the "Schiller," and to other vessels within a very few years past, there is not a doubt that many lives could have been saved by the use of these suits, as there was abundant time to adjust them after the first shock. The company has an office at No. 14 New Church street, and pursues the system of hiring the suits for a single voyage to passengers on the steamers at the price of \$5; and the travelers thus taking suits leave them on the steamer when they arrive out. The suits are for sale at a fair price, and the company has also a patent life-preserver which can be carried in the pocket and adjusted in a moment. The patents under which they operate are those of Captain John B. Stoner.

BANKING AND FINANCIAL.

A FIRST-CLASS INVESTMENT.

THE TEXAS WESTERN NARROW-GUAGE RAILWAY COMPANY

Is now offering
THE FIRST MORTGAGE LAND GRANT SINKING FUND SEVEN PER CENT GOLD BONDS OF ITS ROAD.
issued at the rate of only ten thousand dollars (\$10,000) per mile of completed road. The line extends from the City of Houston, westward through Lagrange, Lockart, New Braunfels, San Antonio, to Presidio del Norte on the Rio Grande, through twenty-five populous counties, comprising the best portion of Texas, besides branches to other remunerative points.

The State of Texas has made a Land Grant to the road of sixteen (16) sections of land per mile, or 10,240 acres to each, and every mile of road built and put in running order.

The Bonds offered are a first and only lien upon the property of the Company, and are offered with a full conviction that no better security has ever been presented to those seeking a safe investment, as the road is being built at a time when iron, materials, etc., are fully 35 per cent cheaper than when roads now running were built.

This interest is payable semi-annually, January and July, at the Farmers' Loan and Trust Company (Trustees of the Bonds of the Company), in the City of New York. They are now offered at 95 and secured interest at the Financial Agency of the Company in this city, where full particulars, maps, etc., may be had.

T. W. HOUSE,

President.

WILLIAM BRADY,

Financial Agent,
23 William street, New York.

CALIFORNIA MINING STOCKS.—The following prices, by telegraph, are furnished by Messrs. Wm. W. Wakeman & Co., 35 Wall street, N. Y.:

Alpha..... 43	Consol. Vir. 54	Justice..... 24	Savage..... 20
Belcher..... 20	Crown Point. 12	Kentuck..... 12	Sierra Nev..... 15
Best & Belc. 48	Eureka Cons. 12	Mexican..... 33	Silver Hill..... 9
Caledonia..... 10	Gould & Cur. 16	Ophir..... 50	Union Consol 14
California..... 61	Hale & Norc. 10	Overman..... 77	Yel. Jacket..... 30
Chlor. Potosi 91	Imperial..... 16	Rayd & Ely. 9	

*New shares, 5 for 2. †New shares, 3 for 1. ‡New shares, 7 for 1.
Dividends.—Con. Virginia, \$2 per share, payable Aug. 11, 1876; California, \$2 per share, payable Aug. 13, 1876. \$1,080.00 each.

TEXAS SECURITIES.—Messrs. Forster, Ludlow & Co., 7 Wall st., quote:
State 7s, old 108 1/2 109 1/2 State 10s, pens 108 1/2 105 Dallas 10s..... 82
7s 30 yrs 108 1/2 109 1/2 6s of 1892..... 90 92 1/2 S. Antio 10s. 80
1 1/2s, 1854..... 93 101 Austin 10s..... \$.... 101
\$ With interest.

The Bankers' Gazette.

No National Banks organized during the past week.

DIVIDENDS.

The following Dividends have recently been announced:

COMPANY.	PER CENT.	WHEN P'ABLE.	BOOKS CLOSED (Days inclusive.)
Railroads.			
Cleveland & Pittsburgh gar. (quar.)	13	Sept. 1	Aug. 11 to Sept. 1
Insurance.			
Sterling Fire	5	On dem	
Miscellaneous.			
Pullman Palace Car Co. (quar.)	2	Aug. 15	

FRIDAY, AUGUST 11, 1876—6 P. M.

The Money Market and Financial Situation.—Notwithstanding the low point at which money had been ruling, the past week seems to have developed a greater pressure to lend than at any previous time, and on government collaterals any amount of call money could be had at 1 per cent., with the thanks of the lenders, while 1½ per cent. is the current quotation for all call loans. Choice commercial paper sells freely at 3¼ per cent. These rates for money are the lowest known in New York within our recollection, and are more like the quotations at times of monetary ease in the markets of London and the Continent. Last year it was after the first of October before a material advance in the rates for money was made, but there are a good many now who anticipate with much confidence that trade will be better this Fall than last, and if their expectations are realized there may be an earlier hardening in the rates for money, especially as our banks hold about \$14,000,000 less in legal tenders than at this date in 1875.

On Thursday the Bank of England weekly statement showed a gain of £240,000 in specie, and the reserve is now 58½ per cent. of liabilities, against 57½ per cent. last week. The discount rate remains unchanged at 2 per cent.

The last statement of the New York City Clearing-House banks, issued August 5, showed an increase of \$978,035 in the excess above their 25 per cent. legal reserve, the whole of such excess being \$23,839,350 against \$22,861,325 the previous week.

The following table shows the changes from the previous week and a comparison with 1875 and 1874:

	July 29.	Aug. 5.	Differences.	1875.	1874.
Loans and dis.	\$250,505,000	\$252,758,300	Inc. \$2,253,300	\$280,414,300	\$330,531,300
Specie	19,295,200	20,126,000	Inc. 831,800	16,331,400	23,740,000
Circulation	15,004,200	15,007,600	Inc. 3,400	18,521,800	25,805,700
Net deposits.	223,829,100	226,479,800	Inc. 2,650,700	251,462,800	342,261,600
Legal tenders.	59,528,400	60,393,300	Inc. 864,900	73,611,300	66,549,500

United States Bonds.—There has been only a moderate business in government securities, and among the purchasers we notice quite a number of private investors in this city who are taking a few bonds each. Some of these parties apparently belong to a class who have heretofore been depositing in savings banks and have lost confidence in them. The most important event of the week was the circular of Secretary Morrill calling for proposals on Saturday, 12th inst., for \$2,160,000 5 per cent bonds of 1881, being another lot of the bonds issued to pay the Alabama claims.

TREASURY DEPARTMENT.

WASHINGTON, D. C., August 7, 1876.

Under the provisions of an act of Congress, approved April 11, 1876, to enable the Secretary or the Treasury to pay the judgments of the Commissioners of Alabama Claims—

Notice is hereby given that sealed proposals will be received at the Treasury Department until 12 o'clock noon on the twelfth (12th) instant, and opened immediately thereafter, for the sale of five per cent. coupon or registered bonds of the funded loan of 1881, authorized by the acts of July 14, 1870, and January 20, 1871, bearing interest, payable quarterly, from August 1, 1876, in lots of not less than five hundred thousand dollars (\$500,000), to the total amount of two million one hundred and sixty thousand dollars (\$2,160,000).

These bonds will be sold for gold, and payment therefor must be made within three days after the acceptance by the department of the bid.

Each bid must be accompanied by a gold deposit or two per cent. of the amount thereof, and no bid at less than par, in coin, will be considered.

Payment may be made at the office of the Assistant Treasurer of the United States, New York, and the bonds will be delivered at the Treasury, in Washington; or, if preferred, at the office of Assistant Treasurer United States, New York, at the expense of the purchaser.

The department reserves the right to reject proposals that are not deemed advantageous to the Government.

Proposals should be marked "Sealed Proposals for Loan," and addressed to the Secretary, of the Treasury, Washington, D. C.

LOF M. MORRILL, Secretary.

Closing prices daily have been as follows:

	Aug. 5.	Aug. 7.	Aug. 8.	Aug. 9.	Aug. 10.	Aug. 11.
6s, 1881.....reg. Jan. & July.	*119½	*119½	*119½	*119½	*119½	*119½
6s, 1881.....coup. Jan. & July.	*130½	*130½	*130½	*130½	*130½	*130½
6s, 5-20s, 1885.....reg. May & Nov.	*116	*116	*116	*116	*116	*116
6s, 5-20s, 1885.....n.l. reg. Jan. & July.	*117½	*117½	*117½	*117½	*117½	*117½
6s, 5-20s, 1885.....n.l. coup. Jan. & July.	*117½	*117½	*117½	*117½	*117½	*117½
6s, 5-20s, 1887.....reg. Jan. & July.	*119½	*119½	*119½	*119½	*119½	*119½
6s, 5-20s, 1887.....coup. Jan. & July.	*119½	*119½	*119½	*119½	*119½	*119½
6s, 5-20s, 1888.....reg. Jan. & July.	*121½	*121½	*121½	*121½	*121½	*121½
6s, 5-20s, 1888.....coup. Jan. & July.	*121½	*121½	*121½	*121½	*121½	*121½
5s, 10-40s.....reg. Mar. & Sept.	*115½	*115½	*115½	*115½	*115½	*115½
5s, 10-40s.....coup. Mar. & Sept.	*119	*119	*119	*119	*119	*119
5s, funded, 1881.....reg. Quarterly.	*117½	*117½	*117	*117	*116½	*116½
5s, funded, 1881.....coup. Quarterly.	*117½	*117½	*117	*117	*117	*116½
6s, Currency.....reg. Jan. & July.	*126½	*126½	*126½	*126½	*126½	*126½

* This is the price bid; no sale was made at the Board.

The range in prices since Jan. 1, 1876, and the amount of each class of bonds outstanding Aug. 1, 1876, were as follows:

	Lowest.	Highest.	Registered.	Amount Aug. 1.
6s, 1881.....reg. Jan. 1.	119	123½	119,648,300	\$8,088,000
6s, 1881.....coup. Jan. 1.	119½	124½	119,648,300	116,199,500
6s, 5-20s, 1885.....reg. Jan. 1.	116	118½	116,199,500	141,745,200
6s, 5-20s, 1885.....n.l. reg. Jan. 1.	117½	119½	117,450,000	217,450,450
6s, 5-20s, 1885.....n.l. coup. Jan. 1.	117½	119½	117,450,000	234,800,000
5s, 10-40s.....reg. Jan. 1.	115½	117½	115,816,300	52,750,000
5s, 10-40s.....coup. Jan. 1.	118	121½	118,327,850	296,531,650
6s, funded, 1881.....reg. Jan. 1.	116½	119	116,327,850	64,628,512
6s, Currency.....reg. Jan. 1.	122½	128	122,648,300	

Closing prices of securities in London have been as follows:

	July 28.	Aug. 4.	Aug. 11.	Range since Jan. 1, '76.
U. S. 6s, 5-20s, 1865, old....	106½	106	106	107½ Jan. 13 107½ July 24
U. S. 6s, 5-20s, 1867.....	109½	109½	109	107½ Jan. 13 107½ July 24
U. S. 5s, 10-40s.....	108½	108½	109	105½ Apr. 30 109 Aug. 8
New 5s.....	106½	106½	106½	104½ Jan. 13 107½ July 12

State and Railroad Bonds.—There is quite a firm tone in Tennessee bonds, and to-day \$12,000 of the new series sold at 46. Virginia consols, second series, have sold more freely of late, partly on a home demand, and this morning we notice \$3,000 sold at 32½. The most notable feature in State bonds, however, was the sharp decline of nearly 10 per cent. in Louisiana consols. On Monday they were quoted here at 60 bid and 62½ asked, but subsequently fell off on New Orleans advices reporting a break in the market there. Few public sales have been made here, and the lowest price we have heard of at private sale was 51½ yesterday, and to-day no bonds could probably be bought below 53 or 54. New Orleans advices assign different causes for the break, among which are mentioned the political situation, the sale of some bonds which had been hypothecated for loans, the lack of money to pay January interest, and again that it was simply a "bear" raid on the market.

Railroad bonds have met with a fair demand and prices are generally stronger than last week.

Adrian H. Muller & Son sold the following:

300 shares St. L. Kansas City & Northern RR. Co., common stock, 6½.
20 shares German Exchange Bank, 94½.
\$1,000 bond of the New Jersey & New York Railway Co., No. 1,068, 10.
\$5.00 bond of the Hackensack & New York Ext. RR. Co., No. 383, and coupon due 1st May, 1876, 10.
\$10,000 St. L. & Iron Mountain RR. Co. (Arkansas branch) 1st mort. 7 per cent gold bonds, due 1897, 75½.
\$1,000 Burlington Cedar Rapids & Minn. RR. Co. (Pacific division) 1st mort. conv. bond, coupon of July 1, 1875, attached, 10.

Closing prices of leading State and Railroad Bonds for three weeks past, and the range since Jan. 1, have been as follows:

	July 28.	Aug. 4.	Aug. 11.	Range since Jan. 1, '76.
STATES.				
Tennessee 6s, old.....	*44½	*44½	*44½	42 Mch. 28 48 Jan. 31
do 6s, new.....	*44	*44½	45	40½ Jan. 4 46½ Jan. 31
North Carolina 6s, old.....	*15	*14		13 June 23 15 Mch. 10
Virginia 6s, consol.....	*74½	*73½	*75½	76½ Jan. 29 76½ Jan. 29
do do 2d series.....	*33½	*32½	32	32 June 23 40½ Feb. 26
Missouri 6s, long bonds.....	*105½	106½	107	100 Jan. 31 108 June 15
District of Columbia, 3-65s 1924	72½	71	72½	66½ Jan. 21 75 Mch. 14
RAILROADS.				
Central of N. Y. 1st consol.....	99½	101	*101	99½ July 28 112½ Mch. 3
Central Pacific 1st 6s, gold.....	108½	*119	*108½	104 Jan. 11 110½ June 22
Chic. Burl. & Quincy consol. 7s.....	110½	110½	107½	107½ Jan. 4 112½ June 17
Chic. & Northwest'n, cp., gold.....	94½	94	93½	85½ Jan. 3 96½ July 18
Chic. M. & St. P. cons. s. fd, 7s.....	*90½	90½	91½	79½ Jan. 3 93½ June 19
Chic. R. I. & Pac. 1st, 7s.....	110	*110½	*109	107½ Jan. 3 111½ June 14
Erie 1st, 7s, extended.....	*110½	*110	108	108 Jan. 28 115½ Apr. 7
Lake Sh. & Mich. So. 3d cons. cp.....	103	100	*111	99 May 5 107 Mch. 20
Michigan Central, consol. 7s.....	130	*121½	114	114 Jan. 4 120 Mch. 27
Morris & Essex, 1st mort.....	*121	*121½	*121	119 May 9 123½ Mch. 4
N. Y. Cen. & Hud. 1st, coup.....	*92½	*92½	92½	92½ Jan. 3 100½ June 8
Ohio & Miss. cons. sink. fund.....	120	121	122	114 Jan. 11 122 Aug. 8
Pittsb. Ft. Wayne & Chic. 1st.....	*103½	*101	*103½	95 Jan. 4 102½ July 7
St. Louis & Iron Mt., 1st mort.....	104	104½	105½	102½ Jan. 4 106½ June 21
Union Pacific 1st, 6s, gold.....	94½	94½	95	87½ May 20 97½ Feb. 21

* This is the price bid; no sale was made at the Board.

Railroad and Miscellaneous Stocks.—The stock market has been rather feverish, but, upon the whole, stronger than last week. There is a better feeling, based in part upon the idea that prices have already declined so much that there is not sufficient margin for another tumble of any considerable extent, as it is not believed that any of the prominent railroads, with possibly a single exception, will be unable to meet their interest engagements in the future. The variations in Mr. Vanderbilt's condition from day to day have ceased to be a controlling element in the market, as there is every reason to suppose that the management of his roads will hardly be changed in the hands of his sons. The Chicago & Northwestern annual report has just been issued in Chicago, and we have been favored with an early copy, from which extended extracts are taken. The report must be considered quite favorable in the net result of operations as compared with 1874-5, and will be encouraging to the friends of the road.

There is nothing new as to the coal stocks, and no further information as to a break up in the coal combinations; the stocks continue to show weakness.

Total sales of the week in leading stocks were as follows:

	Pacific Mail.	Lake Shore.	West'n Union.	Central N. J.	Mich. Del. L.	St. Paul & W. Rock is. pref.
Aug. 5.....	2,100	19,000	9,300	2,485	11,010	4,900 5,975 5,000
" 7.....	403	7,800	3,700	7,455	7,500	8,066 9,300 6,700
" 8.....	20,900	5,900	2,650	8,840	12,000	4,880 16,760 2,200
" 9.....	2,500	19,900	13,000	4,750	17,350	7,670 5,325 7,700
" 10.....	1,310	11,710	6,490	1,800	14,435	4,300 2,595 12,500
" 11.....	200	4,900	8,925	2,505	12,020	6,735 2,300 2,500
Total.....	27,410	63,210	42,005	37,885	74,505	36,551 42,335 36,630
Wholesale.....	200,000	494,665	337,871	293,250	187,382	558,890 249,997 192,741

The total number of shares of stock outstanding is given in the last line, for the purpose of comparison.

The daily highest and lowest prices have been as follows:

	Saturday, Aug. 5.	Sunday, Aug. 6.	Tuesday, Aug. 7.	Wednesday, Aug. 8.	Thursday, Aug. 9.	Friday, Aug. 11.
At. & Pac. prf	177 1/2	177 1/2	177 1/2	177 1/2	177 1/2	177 1/2
At. & Pac. Tel.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Central of N.J.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
C. Mil. & St. P.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
C. & O. prf.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Chic. & North.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
do prf.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
C. R. I. & C.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Col. Chic. & I.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Del. L. & West.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Erie	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Han. & St. Jo.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
do prf.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Harlem	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Ill. Central	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Lake Shore	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Michigan Cent.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
N.Y. Cen. & H.R.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Ohio & Miss.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Pacific Mail	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Pacific of Mo.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Panama	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Quicksilver	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
do prf.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
St. L. & M. & S.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
St. L. & K. C. prf.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
T. Wab. & W.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Union Pacific	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
West. Union Tel.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Adams Exp.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
American Ex.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
United States	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
Wells, Fargo	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2

* This is the price bid and asked; no sale was made at the Board.

Total sales this week, and the range in prices since Jan. 1, were as follows:

	Sales of w'k.	Lowest.	Highest.	Whole y'r. Low.	High.
Atlantic & Pacific pref.	100	17 1/2	June 8	7	Jan. 31
Atlantic & Pacific Telegraph	100	14 1/2	May 25	22	Feb. 24
Central of New Jersey	27,885	59 1/2	Aug. 7	109 1/2	Feb. 9
Chicago Mil. & St. Paul	9,710	35 1/2	Jan. 6	46 1/2	Feb. 1
do do prf.	36,630	61	May 5	81 1/2	Mar. 31
Chicago & Northwestern	2,105	68	Apr. 28	45 1/2	Feb. 16
Chicago Rock Island & Pacific	42,275	108 1/2	Apr. 24	111 1/2	Feb. 16
Columbus Chic. & Ind. Cent.	44	3 1/2	Mar. 23	6 1/2	Jan. 28
Delaware Lack. & Western	36,551	92 1/2	Aug. 4	120 1/2	Jan. 31
Erie	1,930	13	May 22	23 1/2	Mar. 13
Hannibal & St. Joseph	900	10 1/2	Aug. 7	22 1/2	Jan. 31
do do prf.	100	19 1/2	July 28	33 1/2	Jan. 31
Harlem	600	130 1/2	Jan. 14	145	Jan. 12
Illinois Central	4,769	85	Aug. 1	103 1/2	Mar. 13
Lake Shore	69,210	61 1/2	May 28	68 1/2	Jan. 7
Michigan Central	74,505	38 1/2	Aug. 4	65 1/2	Mar. 15
N. Y. Central & Hudson River	1,830	104 1/2	Aug. 4	117 1/2	Feb. 15
Ohio & Mississippi	12,600	10 1/2	July 26	24 1/2	Feb. 1
Pacific Mail	27,410	16 1/2	Apr. 10	39 1/2	Jan. 17
Pacific of Missouri	850	5 1/2	June 8	16	Mar. 31
Panama	127	12	Aug. 1	140	May 24
Quicksilver	12	12	Aug. 1	20 1/2	Feb. 25
do prf.	15	Jan. 4	24 1/2	Mar. 23	Jan. 28
St. Louis I. M. & N. & South'n.	15	Jan. 4	24 1/2	Mar. 23	Jan. 28
St. Louis Kan. City & North. pf.	600	22 1/2	Jan. 7	33	Feb. 26
Toledo Wabash & Western	520	6 1/2	Jan. 12	6 1/2	Jan. 22
Union Pacific	490	57 1/2	May 25	74 1/2	Jan. 17
Western Union Telegraph	42,005	63 1/2	May 1	80 1/2	Jan. 31
Adams Express	4	4	Jan. 13	13	Jan. 31
American Express	65	57 1/2	Jan. 3	67	Feb. 14
United States Express	10	58	Jan. 26	76 1/2	July 10
Wells, Fargo & Co.	157	80 1/2	Jan. 7	91	Feb. 14

The latest railroad earnings, and the totals from Jan. 1 to latest dates, are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "Jan. 1 to latest date" furnish the gross earnings from Jan. 1, to, and including, the period mentioned in the second column.

	Latest earnings reported	Jan. 1 to latest date
Atch. Top. & S. Fe. Month of July...	\$191,000	\$113,450
Atlantic & Gt. West. Month of June...	223,391	313,179
Atlantic & Pacific... 1st week of Aug.	22,300	15,300
Baltimore & Ohio... Month of June...	1,313,012	1,519,547
Bur. & Mo. Riv. in Neb. Month of June...	61,963	26,773
Cairo & St. Louis... Month of July...	39,410	145,757
Canada Southern... 4th week of July...	32,005	30,200
Central Pacific... Month of July...	1,507,000	1,536,225
Chicago & Alton... Month of July...	397,269	387,445
Chic. Burl. & Quincy Month of June...	1,699,300	914,105
Chic. Mil. & St. Paul. 1st week of Aug.	142,000	162,405
Chic. & Northwest. Month of June...	1,337,533	1,034,800
Chic. R. I. & Pac. Month of June...	614,075	576,082
Cin. Lafay. & Chic. 1st week of July...	6,203	7,762
Clev. Mt. V. & Del. Month of June...	33,650	41,232
Denver & Rio Grande. 3d week of July...	6,983	4,075
Hannibal & St. Jo. Month of June...	141,423	122,455
Houston & Texas C. 3d week of July...	31,277	32,519
Illinois Central... Month of July...	482,005	715,899
Indianap. Bl. & W. Month of July...	88,507	87,415
Int. & Gt. Northern. Month of July...	72,870	70,988
Kansas Pacific... 3d week of July...	51,880	74,062
Louisv. Cin. & Lex. Month of June...	90,363	80,891
Michigan Central... Month of July...	450,627	467,159
Mo. Kansas & Texas. Month of July...	224,308	211,735
Mobile & Ohio... Month of June...	83,811	89,938
Nash. Chatt. & St. L. Month of June...	118,562	102,102
Ohio & Mississippi... Month of July...	247,643	230,156
Paducah & Memphis. Month of June...	14,311	13,624
Philadelphia & Erie. Month of June...	231,265	287,158
St. L. A. & H. (brchs.) Month of July...	49,538	35,753
St. L. I. M. & S. Month of July...	253,500	226,211
St. L. K. C. & North'n. 1st week of Aug.	52,990	39,599
St. L. & Southwestern. 3d week of July...	23,615	15,346
St. Paul & S. City. Month of June...	81,616	84,739
Tol. Peoria & Warsaw. Month of July...	92,666	89,317

* Includes Pittsburgh Division.

The Gold Market.—Gold shows a weaker tone, and closes 1/2 to 3/4 below last week. The export of coin has fallen off, and the prospects of the Silver bill passing have gone by, so that there is no point of importance to sustain the price. Cash gold was in rather better demand for borrowing to-day, and on gold loans the rates ranged from flat to 1 1/4 per cent. for use. Customs receipts of the week were \$2,304,000.

Silver was quoted to-day in London at 52 1/2 d.

The following table will show the course of gold and operations of the Gold Exchange Bank each day of the past week:

	Quotations.	Total Clearings.	Gold.	Currency.
Saturday, Aug. 5.	112 1/2	112 1/2	112 1/2	112 1/2
Monday, " 6.	112 1/2	112 1/2	112 1/2	112 1/2
Tuesday, " 7.	112 1/2	112 1/2	112 1/2	112 1/2
Wednesday, " 8.	112 1/2	112 1/2	112 1/2	112 1/2
Thursday, " 9.	112 1/2	112 1/2	112 1/2	112 1/2
Friday, " 10.	112 1/2	112 1/2	112 1/2	112 1/2
Current week.	112 1/2	112 1/2	112 1/2	112 1/2
Previous week.	111 1/2	111 1/2	111 1/2	111 1/2
January 1 to date.	111 1/2	111 1/2	111 1/2	111 1/2

Exchange.—Foreign exchange has been quiet, on a moderate business. To-day, rates were rather heavy, and actual business was done at 4 86 1/2 @ 4 87 for bankers' long, and 4 88 1/2 @ 4 89 for demand. The nominal rates were reduced to 4 87 1/2 and 4 89 1/2.

The following are the rates of domestic exchange on New York to-day, at the cities named: Savannah, 1/2 premium; Charleston, scarce, 1/2 to 1/4 premium; Cincinnati, dull, 50 to 100 premium; New Orleans, commercial, 1/2 bank, 3/4; Chicago, 50 premium; and St. Louis, 50 premium.

	60 days.	3 days.
Prime bankers' sterling bills on London	4 87 @ 4 87 1/2	4 89 @ 4 89 1/2
Good commercial	4 84 1/2 @ 4 85 1/2	4 86 1/2 @ 4 87 1/2
Documentary commercial	4 81 1/2 @ 4 82 1/2	4 83 1/2 @ 4 84 1/2
Paris (francs)	5 22 1/2 @ 5 17 1/2	5 17 1/2 @ 5 15
Antwerp (francs)	5 23 1/2 @ 5 17 1/2	5 17 1/2 @ 5 15
Swiss (francs)	5 30 @ 5 16 1/2	5 15 @ 5 13 1/2
Amsterdam (guilders)	39 1/2 @ 40 1/2	40 1/2 @ 40 1/2
Bankers' (reichmarks)	94 @ 91 1/2	95 1/2 @ 95 1/2
Frankfort (reichmarks)	94 @ 91 1/2	95 1/2 @ 95 1/2
Bremen (reichmarks)	94 @ 91 1/2	95 1/2 @ 95 1/2
Berlin (reichmarks)	94 @ 91 1/2	95 1/2 @ 95 1/2

The transactions for the week at the Custom House and Sub-Treasury have been as follows:

	Custom House Receipts.	Sub-Treasury Receipts.	Gold.	Currency.
Aug. 5.	\$152,000	\$184,085	91	\$184,085
6.	181,000	543,341	46	911,994
7.	300,000	513,419	41	753,633
8.	334,000	261,020	62	400,756
9.	431,000	767,159	97	1,244,081
10.	492,000	642,560	00	544,067
11.	492,000	464,128	59	433,751
Total.	\$2,301,000	\$3,313,463	53	\$4,074,669

Total. \$2,301,000 \$3,313,463 53 \$4,074,669 \$4,379,978 37 \$3,361,939 83

Balance, Aug. 11. 31,381,669 39 30,421,626 43

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City at the week ending at the commencement of business on Aug. 5, 1876:

	Capital.	Loans and Discounts.	Specie.	Legal Tenders.	Net	Circulation.
New York.	\$2,000,000	\$1,194,000	\$1,336,000	\$1,319,000	\$1,319,000	\$350,000
Manhattan Co.	2,050,000	5,576,500	471,900	2,316,500	5,722,700	9,500
Merchants'	3,000,000	7,315,900	1,556,400	2,118,200	7,266,100	281,800
Mechanics'	2,000,000	6,800,000	1,000,000	1,000,000	6,800,000	281,800
Union	1,500,000	4,860,700	3,730,000	492,300	3,092,700	1,100,000
America	5,000,000	8,112,800	1,594,100	3,214,600	5,897,700	1,100,000
Phoenix	1,800,000	3,419,100	962,300	342,900	3,119,800	264,000
City	1,000,000	6,400,300	1,619,300	1,410,000	6,119,300	619,300
First National	1,000,000	3,072,500	2,270,000	285,500	1,971,000	619,300
Fulton	600,000	1,571,300	12,200	680,700	1,566,300	.....
Chemical	800,000	2,071,100	542,300	2,611,500	4,476,400	.....
Merchants' Exch.	1,000,000	3,761,600	99,900	914,800	3,855,300	417,800
Gallatin, National	1,500,000	4,696,600	225,100	534,000	4,696,600	417,800
Butchers & Drovers	500,000	1,000,000	51,000	361,000	1,325,000	117,900
Mechanics & Traders	600,000	1,297,200	15,000	275,700	1,700,000	195,200
Greenwich	200,000	785,300	208,400	812,900	812,900	2,700
Leather Manuf.	600,000	3,025,300	523,800	209,400	2,700,000	241,200
Seventh Ward	300,000	1,134,000	113,400	319,000	1,020,600	30,000
State of N. York	800,000	914,000	19,000	324,500	799,500	43,000
American Exch'g.	5,000,000	11,336,000	530,000	1,662,000	7,653,000	319,000
Commerce	10,000,000	19,862,400	2,626,000	2,777,000	9,989,400	2,891,500
Broadway	1,000,000	4,597,000	67,500	1,014,000	3,515,500	986,500
Merchants	1,000,000	3,861,000	307,000	503,500	3,053,500	281,800
Pacific	422,700	1,772,700	11,400	800,900	2,166,900	.....
Republic	2,000,000	9,105,100	275,300	671,900	7,157,900	450,000
Chatham	450,000	2,519,000	1,400,000	912,000	2,519,000	113,400
Peoples	412,500	2,824,000	6,800	158,100	1,065,800	5,500
Third	.....	.....	.....	.....	.....	.....
North America	1,000,000	2,575,800	330,000	330,000	2,515,800	291,800
Harbor	1,000,000	2,575,800	40,500	563,900	2,481,900	291,800
Trinity	500,000	2,095,000	9,700	670,600	2,248,000	113,400
Metropolitan	1,620,000	13,124,000	474,000	2,585,000	11,319,000	113,400
Citizens	667,000	1,914,000	1,074,000	1,074,000	1,914,000	113,400
Nassau	1,000,000	1,954,400	40,000	322,900	2,011,500	113,400
Market	1,000,000	2,885,000	93,200	334,400	2,702,000	176,000
St. Nicholas	1,000,000	2,889,600	36,400	351,500	2,702,100	176,000
Shoe and Leather	1,000,000	4,177,000	194,300	799,500	3,183,200	68,600
Corn Exchange	1,000,000	2,483,000	19,000	1,265,000	1,209,000	68,600
Continental	1,500,000	3,859,900	49,000	708,900	2,975,200	591,800
Oriental	300,000	1,241,700	5,200	285,100	1,491,000	1,000,000
Marine	400,000	1,642,300	10,000	1,253,900	1,642,300	1,000,000
Importers & Traders	1,500,000	15,000,000	337,100	4,115,000	16,336,100	400,000
Park	2,000,000	12,185,000	635,100	7,735,200	14,869,100	635,100
Mech. Bank & Assn.	500,000	961,000	24,300	241,000	880,000	3,240,000
Grocers'	500,000	1,950,200	5,000	200,000	1,745,200	1,745,200
North River	500,000	800,000	15,300	231,500	575,200	250,000
East River	350,000	571,100	15,100	241,000	687,100	1,000,000
Manufacturers & Mer.	.....	.....	1,800	129,200	447,200	.....
Fourth National	5,000,000	15,680,000	3,714,400	13,300,000	13,300,000	1,000,000
Central National	1,000,000	1,871,900	108,300	1,875,000	1,522,000	1,359,000
Second National	300,000	1,712,000	.....	460,000	7,500,000	460,000
First National	1,500,000	4,706,200	57,200	1,071,000	5,240,000	49,000
Third National	500,000	5,615,100	571,500	975,900	5,899,700	49,000
Fourth National	1,000,000	1,871,900	108,300	1,875,000	1,522,000	1,359,000
Tenth National	500,000	1,252,400	14,000	283,100	1,055,300	90,000
Bowery National	350,000	1,194,000	2,100	374,000	1,097,900	90,000
New York Co.	200,000	1,000,000	.....	2,917,700	7,136,100	44,000
German American	1,000,000	2,631,100	262,600	500,000	2,368,600	150,000
Dry Goods	1,000,000	2,777,300	8,600	465,700	1,469,000	1,469,000

BOSTON, PHILADELPHIA, Etc.—Continued.

SECURITIES.		Bid.	Ask	SECURITIES.		Bid	Ask
PHILADELPHIA.				BALTIMORE.			
STATE AND CITY BONDS.				Maryland 6s, defence, J. & J.			
Pennsylvania 5s, gold, int. var	101			do	6s, exempt, 1887	110 1/2	110 1/2
do do cur. var.	101			do	6s, 1890, quarterly	109	
do do 10-25, 187-82	101 1/2	101 1/2		do	6s, quarterly	109	
Philadelphia 6s, old, regist'd	104 1/2	113		Baltimore 6s, 1884, quarterly	108 1/2	109	
do 6s, new do	110 1/2	110 1/2		do 6s, 1886, J. & J.	109	109 1/2	
Allegheny County 5s, coupon.	104 1/2			do 6s, 1890, quarterly	109		
Pittsburg 1s, 1913	104 1/2			do 6s, Par, 1890, Q. M.	109 1/2		
do 6s, 1913	104 1/2			do 6s, 1-93, M. & S.	109 1/2		
do 6s, gold, various	105			do 6s, exempt, 93, M. & S.	109 1/2		
do 7s, Water, various	105			do 6s, 1900, J. & J.	109 1/2		
do 7s, Street Imp., 83-86	105 1/2			do 6s, 1902, do	109 1/2		
New Jersey 6s, Exempts. var.	105 1/2			Norfolk Water 8s.	109 1/2		
Camden County 6s, various	105 1/2			RAILROAD STOCKS. Par.			
Camden City 6s do	105 1/2			Balt. & Ohio Stock	150	154	157
Delaware 6s do	105 1/2			do Parkersburg	80	81 1/2	
Harrisburg City 6s, do	100 1/2	102		do Watersburg Br. 81	6 1/2	6 1/2	
RAILROAD STOCKS.				do Northern Central	50	54 1/2	
Camden & Atlantic	50	51		do Western Maryland	50	51 1/2	
do do pref.	49	52		do Central Ohio	50	54 1/2	
Catawissa	13	13 1/2		Pittsburgh & Conneville	50	52 1/2	
do do	43	43 1/2		RAILROAD BONDS.			
do do New pref.	41	41 1/2		Balt. & Ohio 6s, 1880, J. & J.	104 1/2	104 1/2	
Delaware & Bound Brook	100	100		N. W. Va., 2d M. (guar.) '93, J. & J.	104 1/2	104 1/2	
East Pennsylvania	40	40		Pittsb. & Conneville 7s, '98, do	112 1/2	114	
Empire & Williamsport pref.	40	40		Northern Central 6s, 1888, do	112 1/2	114	
Huntingdon & Broad Top	40	40		do do do, gold, 1900, J. & J.	101 1/2	101 1/2	
do do do pref.	5 1/2	5 1/2		Gen. Ohio 6s, 1st M., 1880, M. & S.	101 1/2	101 1/2	
Lehigh Valley	47	48		W. Md. 6s, 1st M., (gr.) 90, J. & J.	104 1/2	104 1/2	
Little Schuylkill	43	43 1/2		do do 2d M. (guar.) J. & J.	104 1/2	104 1/2	
Minehill	53	54		do do 2d M. (gr.) J. & J.	67	100	
Nesquehoning Valley	40 1/2	41		do do 2d M. (pref.)	102 1/2	104 1/2	
Norristown	40 1/2	41		do 6s, 8d M. (guar.) J. & J.	104 1/2	106 1/2	
North Pennsylvania pref.	40 1/2	41		Mar. & Cin. 7s, P. & A. 1892	91 1/2	95 1/2	
Pennsylvania	44 1/2	45		do do 2d M. & N.	91 1/2	95 1/2	
Philadelphia & Erie	16 1/2	17		do 8s, 3d J. & J.	63	66	
Philadelphia & Reading	44 1/2	45 1/2		Union P. R., 1st guar. J. & J.	94	94 1/2	
Philadelphia & Tremont	44 1/2	45 1/2		do Camden endorsed	94	94 1/2	
P. & W.ilmington & Baltim.	139 1/2	139 1/2		MISCELLANEOUS.			
United N. J. Companies	139 1/2	139 1/2		Baltimore Gas, certificates	103	103 1/2	
West Chester consol. pref.	100	100		People's Gas, do	25	25 1/2	
West Jersey	100	100		do do	25	25 1/2	
CANAL STOCKS.				WASHINGTON.			
				District of Columbia.			
				Baltimore & Annapolis			

Delaware Division.....					
Delish Navigation.....	89 1/2	89 1/2	do	7s, 1891.....	98 100
Market Stock bonds, 7s, 1892.....					98 100
Water Stock bonds 7s, 1901.....	158 1/2	1.8	do	7s, 1903.....	98 100
Schockly Navigation.....				Washington.....	
do pref.....	12	14		Ten year Bonds, os, 1878.....	95 95
do.....				Fund. Loan (Cong) 6 g, 1882.....	95 100
RAILROAD BONDS.....				Fund. Loan (Leg. & g, 1902.....	91 91
Inc. Va. 7-10 os, Ext. 1910.....	161 3/4	101 1/2	do	Gen. of Stock, 1878.....	85 85
do 7s E. E. Ext. 1910.....			do	" (1814)s, at pleas	55 90
Belvidere Delaware, 6s m, 77.....	162 1/2	162 1/2	Ches. & O. g. t'k (47) 6s, at pleas,	55 90	
do do 2d M. 6s, 88.....			General Stock, 1878.....	96 100	

do do 3d M. 8s. 37	91	do do 6s. at pleasure.	85
Camden & Amory, 8s. 38	91	Powney stock, 6s. do	85
do do 8s. 39	102	Market stock, 6s. do	85
do do mort. 6s. 39	97	Board of Public Works	
Cam. & Atlan. 1st M. 7s. g. 1903		Cers. Gen. Imp. 8s. 1871	90 92
do do 2d do 7s. g. 1889	100	do 1875	90 92
Cam. & Burlington 1st M. 7s. 90	98 1/2	do 1876	90 93
Catawissa, new 7s. 1900	97	do 1877	90 94
Cayuga Lake 1st M. g. 7s. 1901		do 1878	90 92
Connecting 6s. 1900-1904	102	do Series	89 91
Dan. H. & Wilks, 1st M. 7s. 87	102	Certificates, Sewer, 8s. 1877	35 40
D-lawson mort. 6s. 7s. 88	102	Water Certificates, 8s. 1877	100 100
East Penn. 1st mort. 7s. 88	103		
El. & W. maport. 1st M. 7s. 80	91		
do do 2d do 5s. 89	93 1/2		
Harrisburg 1st mort. 6s. 89	101		
H. & D. T. 1st mort. 7s. 90	101		
do do 2d mort. 7s. 90	95		
do do 3d M. cons. 7s. 85	43 58		
Ithaca & Adena g. 7s. 88			
Junction 1st mort. 6s. 88			
do do 2d do 1900			
Lehigh Valley, cos. corp. 1888			
do do do reg. 1898	139 1/4		
do do do 2d do 1898	139 1/4		
do do do cons. 6s. 19 8	104		
Little Schuylkill 1st M. 7. 1877	101		
North Penn. 1st M. 7s. 88	101		
do do 2d M. 7s. 88	109		
do do chattel M. 10s 1877	104		
do gen. M. 7s. coup. 1903	84 1/4		
Oil Creek 1st M. 7s. 82	101		
Penn. & Vt. C. & P. 1st M. 7s. 88	101		
Pennsylvania, 1st M. 6. & 1880	101		
do gen. M. 6s. 1902 coup.	101		
do gen. M. 6s. reg. 1910	105		
do gen. M. 6s. reg. 1906	105		
Perkiomen 1st M. 6s. 87	105		
Phila. & Erie 1st M. 6s. 81	102		
do do 2d M. 7s. 88	108		
do do 3d M. 7s. 88	108		
do do 4th M. 7s. 88	108		
do do 5th M. 7s. 88	108		
do do 6th M. 7s. 88	108		
do do 7th M. 7s. 88	108		
do do 8th M. 7s. 88	108		
do do 9th M. 7s. 88	108		
do do 10th M. 7s. 88	108		
do do 11th M. 7s. 88	108		
do do 12th M. 7s. 88	108		
do do 13th M. 7s. 88	108		
do do 14th M. 7s. 88	108		
do do 15th M. 7s. 88	108		
do do 16th M. 7s. 88	108		
do do 17th M. 7s. 88	108		
do do 18th M. 7s. 88	108		
do do 19th M. 7s. 88	108		
do do 20th M. 7s. 88	108		
do do 21st M. 7s. 88	108		
do do 22nd M. 7s. 88	108		
do do 23rd M. 7s. 88	108		
do do 24th M. 7s. 88	108		
do do 25th M. 7s. 88	108		
do do 26th M. 7s. 88	108		
do do 27th M. 7s. 88	108		
do do 28th M. 7s. 88	108		
do do 29th M. 7s. 88	108		
do do 30th M. 7s. 88	108		
do do 31st M. 7s. 88	108		
do do 32nd M. 7s. 88	108		
do do 33rd M. 7s. 88	108		
do do 34th M. 7s. 88	108		
do do 35th M. 7s. 88	108		
do do 36th M. 7s. 88	108		
do do 37th M. 7s. 88	108		
do do 38th M. 7s. 88	108		
do do 39th M. 7s. 88	108		
do do 40th M. 7s. 88	108		
do do 41st M. 7s. 88	108		
do do 42nd M. 7s. 88	108		
do do 43rd M. 7s. 88	108		
do do 44th M. 7s. 88	108		
do do 45th M. 7s. 88	108		
do			

do do 6s. at pleasure.	85
Powney stock, 6s. do	85
Market stock, 6s. do	85
Board of Public Works	
Cers. Gen. Imp. 8s. 1871	90 92
do 1875	90 92
do 1876	90 93
do 1877	90 94
do 1878	90 92
do Series	89 91
Certificates, Sewer, 8s. 1877	35 40
Water Certificates, 8s. 1877	100 100

CINCINNATI.

Cincinnati 5s.	90 86
do 6s.	97 100
do 7s.	108 110
do 7s.	101 115
Cincinnati South'n Rik. 7. 30s	93 93
Ham. Co. Ohio 6p. c. long bds.	96 98
do do 7 p.c. 1 to 5 y.	112 116
do 7 p. bds. 7 & 50.	106 108
Cin. & Cov. Bridge at 100	115 110
do bonds, long.	90 95
Cin. Ham. & D. 1st M. 7. 80.	102 104
do do 2d M. 7. 85.	101 103
do do 3d M. 7. 87.	101 101
Cin. Ham. & Ind. 7s. 80.	97 91
Cin. & Indiana, 1st M., 7.	85 90
do do 2d M. 7. 1877.	60 70
Colum., & Xenia, 1st M. 7. 90.	100 103
Dayton & Mich., 1st M. 7.	97 99
do do 2d M. 7. 84.	97 99
do do 3d M. 7. 88.	93 95
do To do dep. bds. 7. 84-94.	97 99
Dayton & West. 1st M. 7.	97 99
do do 1st M. 1905.	75 87 1/2
do do 1st M. 8. 1905.	75 88
Ind., Cin. & Laf., 1st M. 7.	60 65
do do (I. & C.) 1st M. 7, 1898	62 68
Laf. Mich. 1st M. 7.	84 85

Philadelphia & Reading, '80	109	110	Cin. Ham. & Dayton stock	37	45
do do '78, '93	109	110	Columbus & Xenia stock	100	101
do deb. bonds, '93	106	107	Dayton & Michigan stock	43	44
do g. m. 7s. c. 1911	102	103	do 8 p. c. at 7 1/2 guar	104	106
do do reg. 1911	103	105	Little Miami stock	...	59
do new conv. 7s. '893	99	100			
do Coal & I. Co. m. 7s. '92-3	...	...	LOUISVILLE.		
Phila. Wilm. & Balt. 6s. 18-4	...	...	Louisville 7s.	101 1/2	105

9J	100%	Louisville 6s, '82 to '87.	96%	97
		do 6s, '97 to '98.	96%	97
		do 6s, '97 to '98.	96%	97

Steuensburg & Indiana 78, 79	100	do	Water 68, 87 to 93	96%	97
Story Co. g. 1st m. 78, 79	100	do	dock 87 to 93	96%	97
Sunbury & Erie 1st m. 78, 79	100	do	Wharf 85.	96%	97
Ward N. J. cons. m. 78, 96	100	do	special tax 68 of 98	96%	97
Warren & F. f. n. s. m. 78, 96	98% ^a	81%	Jenn. Mad. Cons. C. & M. 7, 91	91%	92
West Chester Co. g. 1st m. 78, 96	98	100	do do 2d M. 7, 91	91%	92
West Jersey 1st m. 68, 96	101	do	do do 1st M. 7, 1906	94%	95
do do 78, 1397	107	do	Louisv. C. & Lex., 1st m. 7, 97	98	99
Western Penn. R.R.s, 1390	100	do	Louisv. & E. Ry. M. 7, 93	93	95
do do 58 P. 98	101	do	do do Louisv. Loan, 6, 81	96%	97
Wilm. & Road, 1st M. 7, 1900	93	100	L. & Nash. 1st M. (m. s.) 7, 77	96	99
do do 2d Mot. 1902	100	do	Consol. Ist. Loan, (m. s.) 7, 93	98	99
CANAL BONDS			do do (Leb. H. r.) 8, 96	96	96
Delaware Division 68, 73	100	do	do Lot M. (Leb. b. ex) 7, 90-98	93%	94
Lehigh Navigation 68, 73	100	do	do Lon. L. (Leb. b. exp.) 93, 98	96	96
do do deb. 77	103	103	do Consol. Ist. M. 7, 1896	91%	92
do do conv. 78	98	98	Jefferson, Mad. & Ind.	7	8
do do corp. do	106	106	do do do comm.	7	8
do do boat, 97	103	103	Louisville, Cin. & Lex. p. pref.	25	26
Morris, boat loan, reg. 1855	104	104	ST. LOUIS.		
Pennsylvania 68, 1910	100	100	St Louis 68, Long Bonds....	103	104
Schuykill 68, 1910	100	100	do Water 68 gold....	107%	108
do do 2d m. 68, 1907	78	78	do do do 68 gold....	107	108
do do 68, m. s. 90	72	72	do Bridge Approach 68	106	108
do do 68, imp. 90	91	91	do Renewal gold....	106	108
do do 68, bat & car. 1915	91	91	do Sewer 68 gold....	106	107
do do 68, bat & car. 1915	91	91	St Louis Co. new Park 68	106	107
do do scrip.	90	90	do c'y, 78.	106	108
Sasquehanna 68, cons. 1918	90	90	At & Pacific guar. land grants	20	20
			do 2d M.	20	20

* In default of interest.
* And interest.

GENERAL QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

U. S. Bonds and active Railroad Stocks are quoted on a previous page. Prices represent the per cent value, whatever the par may be.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
State Bonds.			State Bonds.			State Bonds.			State Bonds.		
Alabama 5s, 1883.....	31 1/2		Boston Harf. & Erie, 1st mort. 1875	100	100 1/2	Tol. & Wabash, con. convert.....	95	99	Mo. Kan. & Tex. 7s, gl'd July 77	63	66
do 5s, 1886.....	32	36	do do guar.....	100	100 1/2	Hannibal & Naples, 1st mort. 1886	98	100	Mo. R. Ft. S. & Gulf 1st m. 10s	54	56
do 5s, 1888.....	32		Bur. C. Rapids & Minn., 1st 7s g	41	41	Great Western, 1st m., 1888.....	95	100	do do 2d m. 10s	15	15
do 5s, 1890.....	32		Chesapeake & Ohio 6s, 1st m. 28	28 1/2	28 1/2	do do 2d m., 1888.....	90	100	N. Haven Middlet'n & W. 7s	25	30
do 5s, 1892.....	32		do do ex coup.....	100	100	Illinois & Toledo, 1st m. '90.....	100	100	N. J. Midland 1st s, gold.....	39	38
do 5s, 1894.....	32		Chicago & Alton sinking fund.....	100	100	do do 2d m. 10s.....	100	100	do do 2d s, gold.....	5	5
do 5s, 1896.....	32		do do 1st mort.....	100	100	Lafayette B'n & Miss., 1st m.....	100	100	New Jersey & N. Y. 7s, gold.....	12 1/2	15
do 5s, 1898.....	32		Joliet & Chicago, 1st mort.....	110	107	Han. & Cent. Missouri, 1st m.....	100	100	N. Y. & Osw. Mid. 1st s, gold.....	12 1/2	15
do 5s, 1900.....	32		Louisiana & Mo., 1st m., guar.....	104 1/2	104 1/2	Boston & N. Y. Air Line, 1st m.....	100	100	North Pac. 1st m. gl'd 7s, gold.....	14 1/2	16
do 5s, 1902.....	32		St. Louis Jack & Chic, 1st m. 104 1/2	104 1/2	104 1/2	Del. & Hudson Canal, 1st m.....	111	112	Oswego & Rome 7s, guar.....	90	100
do 5s, 1904.....	32		Chic. Bur. & Q. S. p. c., 1st m. 114 1/2	114 1/2	114 1/2	do do 2d s, do s, 4th series.....	100	100	Peoria & Rock I. 7s, gold.....	56	58
do 5s, 1906.....	32		Chic. & St. P. st. m. S. F. D. 115	115	115	do do 2d s, do s, 4th series.....	100	100	Port Huron & L. M. 7s, g. end. 18	18	18
do 5s, 1908.....	32		Chicago, Rk. Island & Pacific.....	109	109 1/2	do do 2d s, do s, 4th series.....	100	100	Pullman Palace Car. stock.....	77 1/2	78
do 5s, 1910.....	32		do do S. F. Inc. 6s, '95.....	113 1/2	113 1/2	do do 2d s, do s, 4th series.....	100	100	Rockf. R. I. & St. L. 1st s, gl'd 12 1/2	12 1/2	15
do 5s, 1912.....	32		Central of N. J., 1st m., new.....	112 1/2	112 1/2	do do 2d s, do s, 4th series.....	100	100	Rondout & Oswego 7s, gold.....	40	40
do 5s, 1914.....	32		do do 1st consol.....	105	105	do do 2d s, do s, 4th series.....	100	100	St. Jo. & C. Bl. 1st mort. 10s.....	70	70
do 5s, 1916.....	32		do do 2d consol.....	105	105	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1918.....	32		Lehigh & Wilkes B. con. guar.....	85	85 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1920.....	32		Am. Dock & Improve. bonds.....	92	92 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1922.....	32		Ch. Mil. & St. P. st. m. S. F. D. 115	115	115	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1924.....	32		do do 2d m. 7s, 10s, 12s.....	96	98 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1926.....	32		do do 1st s, 1st m. 104 1/2	104 1/2	104 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1928.....	32		do do 1st m., L. & M. D. 94	94	94	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1930.....	32		do do 1st m., L. & D. 94	94	94	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1932.....	32		do do 1st m., H. & D. 94	94	94	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1934.....	32		do do 1st m., consol. 91	91	91 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1936.....	32		do do 2d m. 100	100	100 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1938.....	32		Chic. & N. Western sink fund.....	100 1/2	100 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1940.....	32		do do 1st consol. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1942.....	32		do do 2d consol. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1944.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1946.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1948.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1950.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1952.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1954.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1956.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1958.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1960.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1962.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1964.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1966.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1968.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1970.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1972.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1974.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1976.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1978.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1980.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1982.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1984.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1986.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1988.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1990.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1992.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1994.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1996.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 1998.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2000.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2002.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2004.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2006.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2008.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2010.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2012.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2014.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2016.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2018.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2020.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2022.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2024.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2026.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2028.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2030.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2032.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2034.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2036.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2038.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2040.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2042.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2044.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2046.....	32		do do 2d m. 103 1/2	103 1/2	103 1/2	do do 2d s, do s, 4th series.....	100	100	do do 2d s, do s, 4th series.....	70	70
do 5s, 2048.....	32		do do 2d m. 103 1/2								

NEW YORK LOCAL SECURITIES.

Bank Stock List.

COMPANIES.	CAPITAL.		DIVIDENDS.				PRICE.	
	Par.	Amount.	Periods.	1874	1875	Last Paid.	Bid.	Asked
Marked thus (*) are not National.								
America.....	100	3,000,000	J. & J.	10	10	July 1, '76.	140	
American Exchange.....	100	5,000,000	M. & N.	8	8	July 1, '76.	108 1/2	109 1/2
Bowery.....	100	250,000	J. & J.	12	12	July 1, '76.		
Broadway.....	25	1,000,000	J. & J.	24	24	July 1, '76.		
Bull's Head.....	10	200,000	M. & S.	8	8	Sept. 1, '75.		
Butchers & Drovers.....	25	300,000	J. & J.	10	10	July 1, '76.	109 1/2	110 1/2
Central.....	100	2,000,000	J. & J.	4	4	July 1, '76.		
Chatham.....	25	450,000	J. & J.	10	10	July 1, '76.		
Chemical.....	100	300,000	ev. 2 mos	91	100	July 1, '76.		
Citizens.....	25	630,000	J. & J.	10	9	July 1, '76.	120	
City.....	100	1,000,000	Q-F	20	20	Aug. 1, '76.	114 1/2	115 1/2
Commerce.....	100	10,000,000	J. & J.	8	8	July 10, '76.		
Commercial.....	100	10,000	J. & J.	4	4	Jan. 6, '76.	70	70
Continental.....	100	1,500,000	J. & J.	4	4	Aug. 1, '76.	120	120
Corn Exchange.....	100	1,500,000	J. & J.	10	10	July 1, '76.		
Currency.....	100	100,000	J. & J.	8	8	July 10, '76.		
Dry Goods.....	100	1,000,000	J. & J.	11	11	July 1, '76.		
East River.....	25	350,000	J. & J.	8	8	July 1, '76.		
Eleventh Ward.....	25	150,000	J. & J.	11	11	July 1, '76.		
Fifth Avenue.....	100	100,000	Q-F	14	14	July 1, '76.	300	300
First.....	100	500,000	J. & J.	14	14	July 1, '76.		
Fourth.....	100	500,000	F. & A.	3 1/2	3 1/2	Feb. 12, '76.	158	159
Fulton.....	30	600,000	M. & N.	11-2	10	July 1, '76.		
Gallatin.....	50	500,000	A. & O.	8	8	Apr. 1, '76.		
German American.....	100	1,000,000	F. & A.	5	5	Feb. 1, '76.		
German Exchange.....	100	200,000	M. & N.	10	8	May 1, '76.		
Germania.....	100	200,000	M. & N.	10	8	May 1, '76.		
Greenwich.....	25	200,000	M. & N.	20	100	May 1, '76.		
Great Central.....	25	83,700	M. & N.	10	10	July 1, '76.		
Grocers.....	100	1,000,000	J. & J.	10	10	Jan. 3, '76.		
Hanover.....	100	93,300	M. & S.	8	4	Feb. 1, '76.		
Harlem.....	100	1,500,000	J. & J.	14	14	July 1, '76.		
Importers & Traders.....	100	1,500,000	J. & J.	10	10	July 1, '76.		
Irving.....	50	100,000	J. & J.	10	10	July 1, '76.		
Island City.....	100	600,000	J. & J.	12	12	July 1, '76.	158	159
Leather Manufacturers.....	100	500,000	F. & A.	3 1/2	3 1/2	Feb. 12, '76.		
Loaners.....	100	500,000	F. & A.	3 1/2	3 1/2	Feb. 12, '76.		
Manhattan.....	100	500,000	J. & J.	10	10	July 1, '76.		
Manuf. & Merchants.....	60	300,000	J. & J.	10	7	July 1, '76.		
Marine.....	100	400,000	J. & J.	11	10	Jan. 3, '76.		
Market.....	100	1,000,000	J. & J.	10	9	July 1, '76.	135	141
Mech. Bkg Ass'n.....	50	500,000	M. & N.	10	6	May 1, '76.		
Mechanics & Traders.....	25	600,000	M. & N.	10	10	May 1, '76.		
Mercantile.....	100	1,000,000	M. & N.	9	8	May 1, '76.	115 1/2	116 1/2
Merchants.....	100	500,000	J. & J.	10	10	July 1, '76.		
Merchants' Ex.....	50	1,000,000	J. & J.	4	8	July 1, '76.	97	
Metropolitan.....	100	500,000	J. & J.	8	7 1/2	Jan. 3, '76.	151	
Murray Hill.....	100	4,000,000	J. & J.	10	10	July 1, '76.	100	
Nassau.....	100	1,000,000	M. & N.	8	8	May 10, '76.		
New York.....	100	3,000,000	J. & J.	10	10	July 1, '76.		
New York County.....	130	200,000	J. & J.	13	11 1/2	July 1, '76.		
N. Y. Nat. Exchange.....	100	500,000	J. & J.	10	10	Jan. 3, '76.	114	
N. Y. Gold Exchange.....	100	500,000	J. & J.	10	10	May 1, '76.		
Ninth.....	100	1,500,000	J. & J.	8	4	July 1, '76.	115	
North America.....	100	1,000,000	J. & J.	8	8	July 1, '76.	115 1/2	
North River.....	100	400,000	J. & J.	12	12	July 1, '76.		
Oriental.....	25	300,000	J. & J.	12	12	Aug. 1, '76.		
Pacific.....	50	422,700	Q-F	12	12	Aug. 1, '76.		
Park.....	100	2,000,000	J. & J.	12	12	July 1, '76.	130	130
Peoples.....	100	2,000,000	J. & J.	10	10	July 1, '76.	130	130
Phenix.....	25	1,800,000	J. & J.	7	7	July 1, '76.	85	
Produce.....	100	250,000	F. & A.	8 1/2	8 1/2	Aug. 14, '76.		
Republic.....	100	2,000,000	F. & A.	8	8	Feb. 8, '76.	78	
St. Nicholas.....	100	1,000,000	J. & J.	8	8	Aug. 1, '76.		
Seventh Ward.....	100	800,000	J. & J.	8	6	July 1, '76.		
Second.....	100	800,000	J. & J.	12	11	July 1, '76.		
Shoe and Leather.....	100	1,000,000	J. & J.	12	12	July 1, '76.		
Sixth.....	100	300,000	J. & J.	8	8	July 1, '76.		
State of N. York (new).....	100	500,000	J. & J.	2 1/2	2 1/2	Jan. 27, '76.		
Tenth.....	100	500,000	J. & J.	8	8	July 1, '76.		
Third.....	100	1,000,000	J. & J.	8	8	July 1, '76.		
Traders' Ex.....	100	1,000,000	M. & N.	10	10	May 1, '76.		
Union.....	50	1,500,000	M. & N.	10	10	May 1, '76.		
West Side.....	100	200,000	J. & J.	8	8	July 1, '76.		

Gas and City R.R. Stocks and Bonds.
(Quotations by Charles Otis, Broker, 47 Exchange Place.)

GAS COMPANIES.		Par.	Amount.	Periods.	Rate.	Last dividend.	Bid.	Asked
Brooklyn Gas Light Co.	25	2,000,000	Q-F	5	June, '76		188	
Citizens' Gas Co. (Bklyn)	25	2,000,000	Q-F	5	June, '76		188	
do certificates.....		320,000	A. & O.	3 1/2	Apr., '76		110	112
Harlem.....	50	1,800,000	F. & A.	4	Aug., '76		110	
Jersey City & Hoboken.....	20	286,000	J. & J.	5	July, '76		140	
Manhattan.....	100	4,000,000	A. & O.	5	May, '76		250	
Metropolitan.....	100	2,000,000	M. & S.	5	Aug., '76		115	
do certificates.....		1,000,000	M. & S.	5	Aug., '76		100	
Mutual N. Y. & N. J.	100	5,000,000	J. & J.	3 1/2	July, '76		111	
Nassau, Brooklyn.....	25	1,000,000	M. & N.	4	Jan., '76		10	
do scrip.....		70,000	M. & N.	7	Jan., '76		93	
People's (Brooklyn).....	100	1,000,000	M. & N.	3 1/2	Jan., '76		135	140
do do bonds.....		63,000	F. & A.	3 1/2	Jan., '76		10	
Central of New York.....	50	446,000	F. & A.	3 1/2	July 1, '76.		100	
Certificates.....		53,000	F. & A.	3 1/2	July 1, '76.		100	
Bonds.....		21,000	J. & J.	7	July, '76		133	
Williamsburg.....	50	1,000,000	J. & J.	7	July, '76		100	
do scrip.....		1,000,000	J. & J.	7	July, '76		100	
Bleecker St. & Fulton Ferry-stock	100	900,000	J. & J.	7	1880		69	70
1st mortgage.....	100	694,000	J. & J.	7	July, '76		100	
Broadway & Seventh Ave-stock	100	2,100,000	J. & J.	7	1884		88	90
1st mortgage.....	100	1,500,000	J. & D.	7	1884		88	90
Brooklyn City-stock	100	2,000,000	Q-F	3 1/2	Aug., '76		200	
1st mortgage.....	100	300,000	M. & N.	7	1872		102	104
Broadway (Brooklyn)-stock	100	1,200,000	Q-F	3 1/2	July, '76		150	
1st mortgage.....	100	400,000	J. & J.	7	Apr. 1, '76		65	75
Brooklyn & Hunter's Pt.-stock	100	400,000	J. & J.	7	1888		80	
1st mortgage bonds.....	100	390,000	J. & J.	7	1888		80	
Central Pk. N. & E. River-stock	100	1,800,000	J. & J.	7	1885		80	
1st mortgage, consolidated.....	100	1,200,000	J. & J.	7	1885		80	
Christopher & Tenth Street-stock	100	650,000	J. & J.	7	1877		85	
Caney Island & Brooklyn-1st mort	100	307,000	J. & J.	7	1877		85	
Dry Dock, E. B. & Battery-stock	100	1,300,000	Q-F	3 1/2	Aug., '76		85	
1st mortgage.....	100	1,000,000	J. & J.	6	July, '76		135	
Eight Avenue-stock	100	1,000,000	J. & J.	6	July, '76		135	
1st mortgage.....	100	208,000	J. & J.	7	1877		100	
Ed St. & Grand St Ferry-stock	100	745,000	M. & N.	5	May, '76		115	
1st mortgage.....	100	625,000	A. & O.	7	Jan. '76		100	
Central Cross Town-stock	100	560,000	J. & J.	7	1888		80	
1st mortgage.....	100	300,000	J. & J.	7	1888		80	
Houston, West St. & Pae. Ferry-stk	100	2,000,000	J. & J.	7	July, '76		75	80
1st mortgage.....	100	1,500,000	Q-F	2	July, '76		75	70 1/2
Second Avenue-stock	100	350,000	J. & D.	7	1877		100	
1st mortgage.....	100	200,000	F. & A.	7	1875		100	
3d mortgage.....	100	150,000	A. & O.	7	1885		100	
Cons. Convertible.....	100	617,000	M. & N.	5	1888		84	91
Seix Avenue-stock	100	750,000	M. & N.	5	May, '76		240	
1st mortgage.....	100	415,000	J. & J.	7	1880		150	
Third Avenue-stock	100	2,000,000	Q-F	3 1/2	July, '76		150	
1st mortgage.....	100	600,000	J. & J.	7	July, '76		85	
Twenty-third Street-stock	100	250,000	M. & N.	7	July, '76		100	
1st mortgage.....	100	250,000	M. & N.	7	July, '76		100	

*This column shows last dividend on stocks, also date of maturity of bonds.

Insurance Stock List.

(Quotations by E. S. BAILLY, broker, 65 Wall Street.)

COMPANIES.	CAPITAL.		NET SUR.		DIVIDENDS.					PRICE.	
	Par.	Amount.	JAN. 1, 1876.	1872	1873	1874	1875	Last Paid.	Bid.	Asked	
Adriatic.....	25	200,000	33,606	10	3 1/2	10	10	July, '76.	70	80	
Aetna.....	100	200,000	22,580	5	10	10	14	July 7, '76.	85	85	
American.....	50	400,000	810,678	14	14	14	15	July, '76.	135	135	
American Exch'g.....	100	200,000	68,053	6	10	10	10	July, '76.	105	112 1/2	
Amity.....	100	200,000	13,248	10	7 1/2	8	8	July, '76.	70	80	
Arctic.....	20	200,000	18,969	10	5	10	10	July, '76.	110	120	
Atlantic.....	50	200,000	158,069	10	10	10	10	July, '76.	110	120	
Bowery.....	25	200,000	426,472	30	30	30	30	June, '76.	200	200	
Broadway & M't's.....	100	200,000	26,141	10	5	5	5	Aug., '76.	80	82	
Brooklyn.....	25	200,000	801,595	13	20	20	20	Aug., '76.	100	100	
Brooklyn.....	17	158,000	229,167	30	30	30	30	July, '76.	200	200	
Brooklyn.....	100	200,000	302,880	14	10 1/2	10 1/2	10 1/2	July, '76.	150	150	
City.....	70	210,000	217,349	30	14 1/2	20	20	Aug., '76.	100	100	
Clinton.....	100	250,000	194,247	10	17	17	20	July, '76.	120	125	
Columbia.....	50	300,000	39,744	10	5	10	10	July, '76.	70	75	
Commercial.....	100	200,000	35,880	10	5	10	10	July, '76.	85	85	
Commercial.....	50	200,000	100,000	10	10	10	10	July, '76.	100	100	
Continental.....	100	1,000,000	600,222	8 1/2	8 1/2	9 1/2	9 1/2	July, '76.	120	120	
Eagle.....	40	300,000	5,069	20	30	30	30	Apr., '76.	70	70	
Empire City.....	100	200,000	141,633	10	10	10	14	July, '76.	125	125	
Empire City.....	100	200,000	30,425	5	10	10	10	July, '76.	100	100	
Exchange.....	30	200,010	17,812	5	10	10	15	July, '76.	125	125	
Farragut.....	50	200,000	146,060	5 1/2	10	12 1/2	10	July, '76.	125	130	
Firemen's.....	17	200,000	116,023	5	13	18	18	July, '76.	125	130	
Firemen's Fund.....	100	200,000	31,800	10	10	10	10	July, '76.	85	85	
Firemen's Trust.....	10	150,000	113,029	10	10	12 1/2	10	July, '76.	110	110	
Gebhard.....	100	200,000	21,336	10	10	10	10	Aug., '76.	75	80	
Globe.....	100	1,000,000	509,705	5	10	10	10	July, '76.	110	112 1/2	
Germania.....	100	200,000	19,852	10	10	10	10	July, '76.	110	110	
Globe.....	50	200,000	158,093	12 1/2	12 1/2	15	15	July, '76.	135	145	
Greenwich.....	25	200,000	825,791	25	20	30	35	July, '76.	800	820	
Guaranty.....	100	200,000	1,632	10	10	10	10	July, '76.	60	60	
Guaranty.....	100	200,000	1,632	10	10	10	10	July, '76.	60	60	
Hamilton.....	75	150,000	114,867	17 1/2	20	30	30	July, '76.	153	155	
Hanover.....	50	500,000	392,759	10	10	10	10	July, '76.	117	120	
Hanover.....	50	500,000	9,433	10	10	10	10	July, '76.	90	90	
Home.....	100	3,000,000	1,000,000	10	10	10	10	July, '76.	112 1/2	115	
Hope.....	25	150,000	46,590	5	10	10	10	July, '76.	90	95	
Howard.....	50	200,000	198,571	10	7 1/2	12	12	July, '76.	115	125	
Insurance & Trad.....	50	200,000	102,285	10	5	15	15	July, '76.	115	125	
Irrving.....	10	200,000	1,250	10	5	7	12	July, '76.	40	40	
Jefferson.....	30	200,010	137,049	10	10	10	10	Mich., '76.	145	145	
Kings Co. (B'klyn).....	20	150,000	218,712	10	10	20	20	July, '76.	190	190	
Kings Co. (B'klyn).....	20	150,000	71,721	10	20	20	20	July, '76.	190	190	
Lafayette (B'klyn).....	100	200,000	117,309	10	10	10	10	July, '76.	125	125	
Lamar.....	100	200,000	117,309	10	10	10	10	July, '76.	125	125	
Lenox.....	25	150,000	86,573	10	10	10	10	July, '76.	95	95	
Levee & Island (B'klyn).....	25	200,000	186,675	15	15	15	16	July, '76.	170	170	
Lorillard.....	25	200,000	158,675	15	15	15	16	July, '76.	170	170	
Manuf & Builders'.....	100	200,000	158,675	15	15	15	16	July, '76.	170	170	
Manhattan.....	100	250,000	282,425	10	10	10	14	July, '76.	170	170	
Mechanics & Trades.....	50	150,000	320,899	20	20	20	20	July, '76.	150	150	
Mechanics (B'klyn).....	50	150,000	320,899	20	20	20	20	July, '76.	150	150	
Mercantile.....	50	200,000	65,508	5	5	10	10	July, '76.	90	100	
Mercants.....	50	200,000	184,276	20	7 1/2	17	20	July, '76.	150	150	
Mercants.....	50	200,000	28,865	20	4	10	10	July, '76.	90	90	
Montauk (B'klyn).....	50	200,000	120,000	20	20	20	20	July, '76.	150	150	
Nassau (B'klyn).....	50	200,000	275,839	25	20	20	20	July, '76.	190	190	
National.....	37 1/2	200,000	118,165	10	10	12	12	July, '76.	125	125	
New York.....	100	200,000	393,082	10	10	30	30	July, '76.	180	180	
New York Fire.....	100	200,000	214,000	18	18	20	20	July, '76.	180	180	
N. Y. & Ionkers.....	100	200,000	36,586	10	10	10	10	July, '76.	110	115	
Niagara.....	50	500,000	457,268	10	10	10	10	July, '76.	110	115	
North River.....	25	200,000	129,129	10	12	12	12	Apr., '76.	80	85	
Pacific.....	25	200,000	398,655	20	20	20	20	July, '76.	225	225	
Park.....	200	200,000	176,238	14	18	20	20	July, '76.	180	180	
Peter Cooper.....	20	150,000	225,567	16	20	20	20	July, '76.	170	170	
Peter Cooper.....	50	200,000	225,567	16	20	20	20	July, '76.	170	170	
Phenix (B'klyn).....	50	1,000,000	785,639	10	10	15	15	July, '76.	150	150	
Produce Exchange.....	100	200,000	21,021	10	5	5	5	July, '76.	80	80	
Relief.....	50	200,000	71,825	10	5	10	10	July, '76.	90	95	
Ridgewood.....	100	200,000	23,680	10	9 1/2	10	10	July, '76.	115	115	
Resolute.....	100	200,000	23,975	10	10	10	10	July, '76.	75	82	
Rutgers.....	25	200,000	226,998	20	20	20	20	Aug., '76.	180	180	
Sacramento.....	100	200,000	136,240	10	10	10	10	Aug., '76.	125	125	
St. Nicholas.....	25	200,000	49,945	10	10	11	10	Aug., '76.	75	80	
Standard.....	50	200,000	151,734	15 1/2	6	15	11	July, '76.	120	120	
Star.....	100	200,000	125,444	10	5	10	12 1/2	Aug., '76.	134	134	
Star.....	100	200,000	125,444	10	5	10	12 1/2	Aug., '76.	134	134	
Stuyvesant.....	25	200,000	176,075	12	13	16	20	July, '76.	170	170	
Traders & S.....	25	150,000	189,878	14	10	10	20	July, '76.	180	180	
United States.....	10	200,000	261,511	14	14	14	16	July, '76.	160	160	
Westchester.....	10	200,000	261,511	14	14	14	16	July, '76.	160	160	
Williamsburg City.....	50	250,000	374,000	10	10	12	20	July, '76.	150	150	

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

The "Investors' Supplement" is published on the last Saturday of each month, and furnished to all regular subscribers of the CHRONICLE. No single copies of the Supplement are sold at the office, as only a sufficient number is printed to supply regular subscribers.

ANNUAL REPORTS.

Chicago & Northwestern Railway.

(For the year ending May 31, 1876.)

There has been no change in the number of miles of railroad since the last annual report, but a correction in the distance of the old line between Belvidere and Madison increases the total by 1-30 miles, making the whole number of miles 1,992.88.

The operations of the 1,500 90-100 miles of Chicago & Northwestern Railway and leased lines, as distinct from the operations of the proprietary roads, are as follows:

Gross earnings:	
From passengers.....	\$3,145,749
From freight.....	9,001,177
From express.....	262,353
From mails.....	29,183
From miscellaneous.....	75,346—\$12,773,711
Operating expenses (55 38-100 per cent).....	\$7,074,617
Taxes.....	327,546
Renewals, &c., account Chicago fire.....	6,693—7,408,857
Surplus.....	\$5,364,859
From which deduct, other charges for the year:	
Interest and sinking fund on bonds.....	\$2,201,262
Premium on gold coupons.....	170,412
Interest and exchange.....	31,917
U. S. revenue payment.....	17,919
Rent of Chic. Iowa & Neb. RR.....	521,092
Rent of Cedar Rapids & Mo. River RR.....	621,533
Payments on Old Galena & Chicago Union.....	743—8,567,502
Net income of Chic. & N. W. Railway Co. proper.....	\$1,797,550

The business of the Proprietary Roads was:

Gross Earnings:	
From passengers.....	\$327,897
From freight.....	631,801
From express.....	16,321
From mails.....	45,221
From miscellaneous.....	8,715—1,340,630
Total.....	\$9,037,571

And deduct their yearly charges, viz:

Operating expenses.....	\$820,062
Taxes.....	45,369
Interest on bonds and premium on gold.....	\$1,146,024
Less to credit of N. W. Union Railway Co.....	153,602—932,422—1,857,854

Leaving as net income for the year.....\$1,179,716

The gross receipts of the respective lines were as follows:

Chicago & Northwestern Railway Co.....	\$12,773,711
Winona & St. Peter Railroad Co.....	626,965
Winona Mankato & New Ulm branch.....	4,187
La Crosse Trempealeau & Prescott Railroad.....	231,986
Iowa Midland Railway.....	108,266
Northwestern Union Railway.....	268,534
Total.....	\$11,612,781

The gross receipts for 1874-5 were.....13,786,303

Increase.....\$227,458

Of this increase, 29 per cent came from the Chicago & Northwestern Railway proper, and 71 per cent from the proprietary roads.

The report of Mr. Albert Keep, President, has the following:

The gross earnings of the fiscal year furnish no adequate indication of the amount of traffic as compared with the previous year. They rather show the constant progress and increasing development of the country tributary to our lines. Additional business has come in to more than make up for any deficiencies occasioned by the prevailing low rates of transportation. The descending scale in prices during the year was met by an ascending volume of traffic, and by greatly reduced operating expenses, producing results which have added to the net profits of the company, and are encouraging for the future of the property.

Had the prices of the year previous been obtained on the business of the last year, the gross earnings would have been \$942,048 greater than they were, of which earnings \$209,249 would have accrued from passengers and \$732,800 from freight.

A gratifying feature is the improvement which has taken place in the business of the newer lines. The proprietary roads, as a class, have increased their traffic in much more rapid ratio than the parent road, although a steady and healthy growth has continued with the latter.

The increase in tonnage carried one mile on the Chicago & Northwestern Railway was 10.08 per cent; on the Winona & St. Peter, 18.83 per cent; on the La Crosse Trempealeau & Prescott, 18.67 per cent; on the Northwestern Union, 24.55 per cent; and on the Iowa Midland Railway, 26.95 per cent.

The total tons carried one mile were.....538,132,289
And for the previous year.....434,546,468

Increase, 10.69 per cent.

The earnings per ton per mile were.....1-95 cents.

And for previous year.....2-10 "

Decrease, 7-14 per cent.

The whole number of passengers carried on all the lines was

3,527,143, against 3,407,620 in the previous year—an increase of 3 51-100 per cent. The number carried one mile was 122,281,308, and for the previous year, 116,775,354; increase, 4 71-100 per cent.

The earnings per passenger per mile were 2 85-100 cents, and for the previous year 3 02-100 cents; decrease, 5 63-100 per cent.

The operating expenses and taxes of the whole road (1,992 08-100 miles), compared with same items in the preceding year, were as follows:

For year ending May 31, 1875.....	\$3,781,367 13
For year ending May 31, 1876.....	3,374,459 90

Decrease.....\$506,977 23

The saving, thus effected, has not been made at the expense of the property, but is the result of careful efforts extending through every department of operating, and is the fruit of better facilities afforded by the completion of the new shops, by steel track, and important improvements in permanent way. The road and rolling stock have been fully maintained, and are in good condition at the close of the year. Besides the renewals with steel rails, extensive repairs and improvements have been made in the track, bridges, culverts and roadway.

The capital stock of the Chicago & Northwestern Railway Company on the 31st of May, 1875, was as follows:

Common stock and scrip.....	\$15,011,180
Preferred stock and scrip.....	21,502,323
Total.....	\$36,513,413

During the year there was issued \$16,580 of common stock and the same amount of preferred stock, for account of Peninsula bonds converted, and for small amounts of fractional scrip surrendered in adjustment of old dividends.

Of the various issues of bonds, the following have been taken up and cancelled during the past year:

Preferred sinking fund bonds, \$1,100; general first mortgage, \$9,500; Appleton extension, \$6,000; Green Bay extension, \$1,000; funded coupon, \$2,900; Galena & Chicago Union second mortgage, \$40,000; Elgin and State line, \$1,500; Mississippi River bridge bonds, \$4,000; Beloit & Madison, \$13,000; Peninsula bonds, \$34,000, and Milwaukee & Chicago Railroad, second mortgage bonds, \$2,000. Total, \$115,000 cancelled.

Consolidated sinking fund currency bonds, amounting to \$113,000, due in 1915, have been issued therefor, pursuant to the terms of the mortgage, which provides for such substitution. The amount of general consolidated gold bonds, issued for new equipment, steel rails and for the great works of the new shops and other construction items, which aggregated \$1,800,981, was \$825,000.

The financial affairs of the company, as well as the material condition of the property, have been much improved by the operations of the last fiscal year.

The floating debt has been reduced \$1,087,701, and the diminished amount which appears on the balance-sheet at the close of the year, in excess of the ordinary monthly accounts for working the road, will be rapidly liquidated.

The net income for the year, after deducting all charges, was \$1,179,716, against \$518,266 the preceding year, and is equivalent to five and one half per cent. on the preferred stock of the company. This result, obtained during a year of general depression in business and low prices for transportation, may be regarded as propitious to the interests of stockholders and encouraging for the future.

Houston & Texas Central.

(For the Year Ending April 30, 1876.)

The following abstract of the company's operations in 1875 has just been received:

Main line of road, from Houston to Red River City.....	343 miles.
Branch line of road, from Hempstead to Austin City.....	115 "
Branch line of road, from Beaumont to Waco.....	17 "
Second track, sidings and turnouts.....	28 "
Locomotive engines.....	65
Passenger cars (8-wheel).....	40
Baggage, mail and express cars (8-wheel).....	21
Freight cars, box (8-wheel).....	663
Freight cars, caboose (8-wheel).....	23
Freight cars, stock (8-wheel).....	64
Freight cars, combination (8-wheel).....	11
Freight cars, platform (8-wheel).....	412
Freight cars, coal (8-wheel).....	64
Service cars.....	50

Total number of cars.....1,378

Number of passengers carried.....	254,435
Tons of freight carried.....	378,649
Tons of freight carried one mile.....	36,413,144

Gross Earnings.

Passenger traffic.....	\$736,180 41
Freight traffic.....	2,278,533 98
Mail, express, etc.....	111,178 52
Other sources.....	10,423 39

Total gross earnings.....\$3,156,305 23

Expenses.

Maintenance of way.....	\$499,856 85
Rolling stock.....	659,400 42
Transportation.....	405,191 84
Miscellaneous purposes.....	273,726 88

Total operating expenses.....\$1,838,175 77

Net earnings.....	1,318,130 46
Payments from net earnings—Interest on funded debt.....	975,000 00

\$343,130 46

Share capital paid in.....	\$8,000,000 00
Funded debt outstanding.....	12,363,000 00

Comparative Statement of Freight Business.

	1874-5.	1875-6.	Inc.	Dec.	Per cent of Inc. or Dec.
Cotton.....bales.	213,167	336,014	92,547	1875-6.	43.46
Wool.....lbs.	5,364,470	4,270,593	993,877	18-89	
Sheep.....No.	620,092	778,764	158,732	25-10	
Hogs.....No.	5,499	8,874	3,375	61-37	
Other animals.....No.	1,835	11,629	9,793	536-82	
Shingles.....M.	43,258	35,374	10,310	23-40	
Lumber.....M. feet.	38,263 1/2	34,334	3,949 1/2	10-39	
Coal.....lbs.	8,013,318	13,216,993	5,203,635	64-98	
Ore.....lbs.	406,358	822,393	416,135	102-44	
Flour.....lbs.	23,541,859	31,676,705	8,134,846	34-46	
Grain.....lbs.	7,159,228	11,845,497	4,686,269	65-48	
Bacon.....lbs.	6,773,460	11,314,148	4,540,688	66-14	
Tongue not specified.	114,006	121,940	7,934	6-96	
Total tonnage.	294,327	369,022	74,695	25-38	
Amount freight.....\$2,000,478	68	2,365,732	12	365,302	44
Station expenses.....	153,928	23	153,951	4,337	21
Cost of handling per ton.....	25-63 cts.	21-33 cts.	4-61 cts.	17-99	
Av. tons per day.....	946	1,174	227	24-07	
Av. tons per mile.....	\$3,432 09	\$7,558 40	\$1,126 31	33-73	
Av. freight per day.....	3,992 97	4,792 12	799 15	19-39	
Do per mile.....	6 79	6 42	0 37	5-45	

—The change of gauge of the 120 miles between Houston, Texas, and Hearne, was successfully made July 29. The entire main line is now of 4 ft. 8 1/2 in. gauge, leaving the Western Division, from Hempstead to Austin, still 5 ft. 6 in. gauge.

GENERAL INVESTMENT NEWS.

Atlantic & Great Western.—The London *Railway News* says: Several correspondents make inquiries of us in regard to a circular, recently issued by the Trustees of Reorganization of the Atlantic & Great Western Railroad, announcing that these gentlemen have made arrangements, on certain terms, for the renewal of the maturing Ohio mortgage bonds for three years. We have no information as to what these terms are, whether onerous or otherwise, but from advices recently received from America we do not see what necessity there has been for the arrangements, nor under what authority the trustees have acted. Under recent legal decisions in the State of Ohio, railway mortgage bonds at maturity cannot be enforced by foreclosure, if the interest be paid, and even if the interest be not paid, the courts will not allow foreclosure of a road without the requisite consent of parties concerned, but will take care to preserve the priorities of all outstanding obligations. On this account, "no disquiet need exist among the bondholders on this head," as stated in the circular in question. It is further understood that General Devereux, several weeks since, had settled the question of the action to be taken by himself and the proper authorities on the maturity of the bonds.

Burlington & Missouri River in Nebraska.—The Judiciary Committee of the House of Representatives has agreed to report a bill, declaring this company's road entitled to all the privileges conferred upon the branches of the Pacific railroads by the acts of July 18, 1862 and July 20, 1864, and requiring the Union Pacific Company to pro-rate upon all passengers and freight going over this road, to points on the Union or Central Pacific west of Cheyenne, and to exchange business generally upon fair and equal terms. It is provided that the Union Pacific Railroad Company shall operate its line in connection with the Burlington & Missouri River Railroad in Nebraska; and for carrying freight and passengers from, or to be delivered to, the Burlington & Missouri River road, the Union Pacific road shall charge at the same rate per mile for the distance between Kearney Junction and Cheyenne that is charged by it for like services in carrying freight and passengers over its own line for the distance between Omaha and Cheyenne; and for carrying all such passengers and freight from Cheyenne to points west of that place, on the Union and Central Pacific roads, the charges shall be at such fair and reasonable rates, to be based upon a fair proportion of its charges upon its line, as may be fixed by the Secretary of the Interior, who shall, after due inquiry and investigation, fix and establish such proportions, and inform all the companies interested.

Central of Iowa.—Receiver J. B. Grinnell has made his report for the six months ending July 1, 1876. There were 23,335 passengers carried in excess of the number for the corresponding period in 1875, with an increased earning of \$18,276. The increased tonnage was 62,000,000 pounds, or 1,529 car-loads, giving an increased earning of \$7,475. The operation of the Railroad Tariff law, which has been adopted by the East and West trunk lines, has reduced the freight earnings of this road about 25 per cent, by compelling a reduction of charges in order to compete for carriage. The Master Mechanic's report shows that trains ran an increase of 77,907 miles, with a net saving of \$3,442 82, after deducting increased cost of fuel for extra trains, or 26 per cent, with an increased mileage. There was an increased expenditure of \$3,000 in repairs, owing to re-building and re-furnishing coaches, to furnish first-class accommodations. The report for June is as follows:

Cash from May account.....	\$16,086
Cash received in June.....	73,407
Disbursements in June.....	\$89,438
Balance to July account.....	78,121
The increase of business for June was 23 per cent, while the pay-roll shows a reduction of 5 per cent in expenses.	

Central Branch Union Pacific.—Bids for the extension of the Central Branch of the Union Pacific Railroad from Water-ville, the present terminus, to Washington, Kansas, were opened, and contracts were awarded, on the 17th ult.

Chicago Danville & Vincennes.—Gen. Adna Anderson, receiver of the Chicago Danville & Vincennes Railroad Company, has filed his report, showing his receipts and disbursements for the months of May and June last as follows:

RECEIPTS.	
Balance on hand May 1.....	\$11,692
From various sources.....	171,582
From account of Hammond & Brown.....	391
From the road prior to Feb. 22, 1875.....	59
Total.....	\$183,568
DISBURSEMENTS.	
For expenses of receiver.....	\$152,266
For expenses of Hammond & Brown.....	3,496
For floating debt of company.....	11,858
Balance on hand June 30.....	15,831
Total.....	\$183,508

—The following circular was issued, dated July 29, 1876:

To the First Mortgage Bondholders of the Illinois Division:—A decree of foreclosure of the first mortgage of the Chicago Danville & Vincennes Railroad was granted by Judge Drummond of the United States Circuit Court, at Chicago, on the 25th ult. A decision was also rendered at the same time, that the four miles of road from Bismarck to the State line were covered by your mortgage. The rolling stock will be sold with the road. The committees have already nearly two-thirds of the bonds on deposit, under the plan of purchase and re-organization of date of Feb. 1, 1876. They now again invite and urge all bondholders who have not already done so, to join with them, unless they prefer to accept for their bonds their *pro-rata* of perhaps the nominal sum at which the road may be sold.

Those desiring to come in must deposit their bonds, with coupons from October 1, 1873 (inclusive), attached, or with certificates of indebtedness, or convertible bonds for the four coupons funded, immediately, with the National Trust Company, 261 Broadway, New York, from whom they will receive a negotiable certificate for them, or for each of them, as they may elect, showing that they are held by the Trust Company in accordance with the terms of the agreement, a copy of which has been placed on file with said company.

A remittance of \$5 per bond must accompany the bonds when sent, less the amount (if paid) by you upon the same in 1875, before a certificate will be issued.

F. W. HUIDEKOPER,
Chairman Bondholders' Committee C. D. & V. R. R.

Davenport & St. Paul.—A Davenport account says that the German bondholders of the Davenport & St. Paul Railroad have brought suit against that company and the Construction Company to recover about \$2,400,000, the proceeds of bonds which they allege were obtained under false pretenses, and squandered in the most extravagant and fraudulent manner. The plaintiffs allege that \$400,000 were loaned to another company, no money expended for rolling stock, and large over-issues of stock made.

Dutchess & Columbia.—A press dispatch says: The Dutchess & Columbia Railroad was sold by the referee, Mr. Charles Wheaton, at Poughkeepsie, on Thursday. Mr. J. N. Whiting, of New York City, purchased the road, with the exception of a small section, on behalf of the first mortgage bondholders, paying therefor the sum of \$297,500. Mr. J. P. Lowry, also of New York, purchased the balance of the right of way to the river, for the third and fourth mortgage bondholders, for \$40,000.

Eastern (Mass.)—We learn that nearly six millions of dollars of the bonds of the Eastern Railroad Company have already been surrendered to the trustees. This sum includes the three millions of sterling bonds. We presume that the fact that only the holders of the new certificates can vote for directors at the meeting, which is to be held on the 21st inst., is one great inducement for holders to make a speedy exchange of their bonds. The future management of the road is of the greatest importance.

Flint & Pere Marquette.—The *Chicago Railway Review* says: The following items show the earnings for six months ending June 30:

	1875.	1876.
Earnings, six months.....	\$517,670 49	\$481,117 47
Operating expenses.....	368,332 41	296,036 72
	\$149,338 07	\$184,080 75

A decrease in earnings of \$37,553 02, or 7 1/2 per cent. A decrease in operating expenses of \$72,865 70. Disbursements for other than operating account were:

Construction.....	\$1,856 73
Construction of buildings.....	\$112 36
Real estate.....	616 22
	\$2,585 31

During the same time \$6,000 was collected on bond of citizens of Monroe in aid of construction, and was credited that account. The bills payable of the company were reduced from Oct. 1, 1875, to July 19, 1876, \$478,370.90 (of which \$273,000 by bonds), beside a large reduction in unpaid wages and supply bills. Coupons have been funded from about four fifths of the whole issue of consolidated bonds. The report of the Commissioner of the Land Department for first six months of 1876 gives the following:

Sales: 3,342.83 acres, average \$9.26.....	\$30,805 49
Collections.....	44,574 63
Notes for lands sold, still unpaid.....	404,750 58

Grand Trunk and Great Western (Canada).—After some weeks of negotiation, these roads arrived at an agreement, of which the following is a memorandum. It goes into effect as soon as the contest between the Grand Trunk and American lines is over:

The presidents and boards of the Grand Trunk and Great Western Railway Companies of Canada, have agreed that the

competitive traffic, between those companies, shall be divided, on a plan similar to that established for many years, under the "Gladstone Award," in this country.

The managers are therefore instructed to meet without delay, and, taking in turn each town or district served by the two companies, are to arrange the percentage for the division of the traffic, agreeing the rates and fares.

The managers will remember that a percentage, for working expenses, will be allowed to the company carrying more than the agreed proportion.

The presidents and boards are very unwilling, in the first instance, to appoint a third party to decide between the managers when they differ; and they prefer to instruct the managers to make all possible concessions, bearing in mind that the want of such an arrangement as is now contemplated is likely to be far more disadvantageous than any slight loss in the percentage claimed.

They therefore desire that, by compromise and mutual concession, these agreements may be brought about, without further instructions from this side, or the introduction of an umpire.

LONDON, July 8, 1875.

Greene County Mo.—A press dispatch from Springfield, Mo., August 5, says: Judge Geiger, of the Circuit Court for this county, rendered a decision to-day in the State of Missouri *ex rel.* Attorney-General vs. the County Court of Greene County, granting a perpetual injunction restraining them from issuing and delivering \$110,000 of Greene County bonds to the Kansas City & Memphis branch of the Hannibal & St. Joe Railroad. These bonds are a part of the original \$400,000 subscribed to the road by the County Court, but which had not yet been delivered.

Lewisburg & Spruce Creek.—The Lewisburg Centre County & Spruce Creek Railroad has been leased to the Pennsylvania Railroad for 99 years. The road is to be completed as far as Spring Mills, when work will be suspended until times are better.

Milford & Woonsocket.—The Providence & Worcester Railroad Company has leased the Woonsocket & Milford Railroad, which has recently issued bonds to the amount of \$19,000, bearing 7 per cent. interest.

Mobile & Ohio.—A meeting of first mortgage bondholders was held in Mobile, Ala., August 3, to consider the plan of reorganization proposed by the company. A committee was appointed to examine into the plan and the conditions of the road and to report hereafter.

New Orleans St. Louis & Chicago.—In the foreclosure suit now pending before the United States Circuit Court, Mr. F. A. Woolfey has been appointed Special Master to receive proofs of debts and claims due under the decree. Proofs can be made at No. 31 Nassau street, New York, from Aug. 18 to Aug. 22; at the office of the Clerk of the United States Circuit Court, Jackson, Miss., Sept. 11; and at the office of the Clerk of the United States Circuit Court, in New Orleans, from Sept. 14 to Sept. 19.

New York & Boston.—The committee appointed by the bondholders of the New York & Boston Railroad, for the purpose of reorganizing the company under the name of the New York Westchester & Putnam Railway, met this week, and the chairman of the committee submitted a report stating that \$2,400,000 in bonds had been deposited, and that the assessments made on these bonds, for the payment of taxes and expenses of the foreclosure, had been paid. H. A. St. John, the chief engineer of the company, presented a report of the present condition of the road-bed, saying that he had just completed a careful and accurate survey of the entire line, from Brewsters to New York, and found the road-bed in a much better condition than he had anticipated. The heaviest work to be done was at Carmel, where about 30,000 yards of earth had run into a deep cut, owing to the unfinished condition of the work at the time it was abandoned. The estimate of the expense of completing the grading is considerably below the estimate presented at a former meeting.

A meeting of the stockholders of the new company, the New York Westchester & Putnam Railway, was held at the office of May & King, No. 33 Broad street, on the 10th inst. The *Tribune* report says that the committee appointed at a former meeting to select a board of directors and to adopt a plan for the reorganization of the company, recommended the issue of a first mortgage loan of \$1,250,000, and it is thought that 85 per cent. can be readily realized on this loan, as the road is now free and clear. The amount of preferred stock will be about \$4,000,000 and of common stock about \$1,250,000. The holders of the first mortgage bonds of the New York Boston & Montreal Railway claim that about \$700,000 of their money was used in the construction of the New York & Boston Railroad, for which suit was instituted in the United States Courts, and an injunction was asked for to prevent the foreclosure of the first mortgage on the New York & Boston Railroad. To hasten the proceedings in foreclosure, and to get possession of the road, the bondholders of the New York and Boston Railroad agreed to issue \$800,000 in preferred stock to be held *in escrow* pending the decision of the court. Should the decision of the court be against the plaintiffs in the case, the stock is to be returned to the New York Westchester and Putnam Railway and cancelled. The amount of the first mortgage on the New York and Boston Railroad, with the accrued interest, is about \$3,200,000, for which preferred stock will be given. The common stock will be issued to reimburse Messrs. Hoyt, McKinney, Lowrey, Stone, and others, who held claims against the old organization. The Farmers' Loan and Trust Company presented a report stating that \$2,416,000 in bonds had been deposited, and that the assessments on these bonds had been paid, leaving \$34,000 in bonds still unaccounted for. The report of Henry A. St.

John, the Chief Engineer of the company, was presented, showing that about \$1,600,000 would be necessary to complete the grading, build the bridges, equip the road with steel rails, and build the stations. This estimate was made exclusive of rolling stock.

The committee recommended the following as a board of directors, of whom the last two were selected at the meeting yesterday: Lewis May, A. V. Stout, Lewis Roberts, Christopher Meyer, Jas. B. Ford, Wm. H. Guion, John Q. Hoyt, Joseph Seligman, R. M. Gallaway, J. K. Cheever, G. P. Lowrey, Philo C. Calhoun, and John W. Ellis. The counsel for the company, G. P. Lowrey, was instructed to take the necessary legal steps to have the title to the railway taken from the Farmers' Loan and Trust Company and vested in the new organization.

New York City and County Taxes.—The Controller, Tax Commissioners, and Committee on Finance of the Board of Aldermen met again this week to agree upon the percentage of the tax levy for this city and county for 1876.

Controller Green said that the law authorized the Board of Supervisors to add to the tax levy an amount not exceeding three per cent. of the amount of the appropriations made for the year, to provide for deficiencies in the actual product of the taxes. For many years the amount added for this purpose had been insufficient to meet the annual deficiencies caused by the failure to collect personal taxes, discounts, remissions of taxes, &c., amounting since 1870 to \$4,845,000. The taxes could not be reduced by the levy of an inadequate amount to meet the appropriations, but should be reduced through a reduction of expenditures by the departments, which he was in favor of when the estimates were made. The amount added for deficiencies in 1875 was entirely inadequate, being only \$196,000, while the actual deficiencies amounted to over \$500,000. When insufficient amounts were provided, the claimants resorted to the courts, and the result was that judgments were obtained against the city, which must be met by the issue of bonds. After some discussion, Alderman Cole moved that the tax rate be made 2 50 100 per cent., and this was adopted.

Sunbury & Lewistown.—The lease of this road to the Pennsylvania Railroad has been finally concluded, and trains began to run regularly over it July 29, for the first time since January 1, 1875.

Texas & Pacific.—The annual meeting of the Texas & Pacific Railway Company took place this week at the office of the company, in Philadelphia. An election took place for officers, with the following result: President, Thomas A. Scott; Vice-Presidents, Frank S. Bond, John C. Brown; Treasurer, George D. Krumhaar; Secretary, C. C. Satterlee; Directors, Thomas A. Scott, Frank S. Bond, John C. Brown, Matthew Baird, H. H. Houston, R. D. Barclay, Marshall O. Roberts, Henry G. Stebbins, Henry G. Marquand, W. T. Wallers, Alfred Gaither, W. C. Hall, W. S. McManus, T. L. Niemith and W. N. Harrison.

The report of the Board of Directors for the year ending May 31, 1876, states that the gross earnings were \$1,564,624; working expenses, \$891,882; net earnings, \$672,742, against which there is to be charged for legal expenses, \$35,029; insurance, \$8,699; premium on gold and exchange, \$26,510; taxes, \$63,139; general expense account, \$41,004—which will leave a surplus of \$498,267 to provide for the interest on the first and the consolidated mortgage bonds of the company that, under the reorganization, is limited to six per cent. on \$25,000 per mile of road, and for 335 miles, the average length of road operated during the year, this interest will amount to \$487,500.

The number of passengers carried one mile was 10,110,024; last year it was 7,453,450. The number of tons of freight hauled one mile was 28,006,763; last year it was 14,217,234. The total tonnage moved during the year aggregated 254,238 tons; the cotton shipments aggregate 188,196 bales. The number of miles of road in operation at the commencement of the year was 324, and there has been completed during the year nine miles additional of line between Brookston and Paris, on the trans continental division, making 333 miles of completed road at the end of the year.

The bill to extend the time for the completion of the trans-continental Division from Sherman to Texarkana and the main line to Fort Worth, and to avoid the forfeiture of the land grant, has passed the Texas Senate by a vote of 18 to 12, in the face of a very bitter opposition. Three mortgages upon the road have been put upon record in Texas. One is to secure an issue of \$8,908,000 in 7 per cent currency bonds; one to secure 6 per cent gold bonds not to exceed \$8,000 per mile, and a third, or consolidated mortgage, to secure 6 per cent gold bonds not to exceed \$25,000 per mile. The two last are made to Matthew Baird and S. M. Felton, trustees.

Toledo Wabash & Western.—Mr. J. D. Cox, Receiver of this road, issued a circular dated Toledo, July 27, 1876, in which he says: The Pekin Lincoln & Decatur Railway having been reorganized under the corporation formed by the purchasers at the recent foreclosure sale, the undersigned will be relieved from the charge of that line upon the first day of August proximo, in accordance with orders of Court, duly made in the premises. The connection between the branch line aforesaid and the Toledo Wabash & Western Railway will cease at the time above stated, and the new Pekin Lincoln & Decatur Railway Company will, from said date, be in possession of the line from Pekin to the main line near Decatur, and will be responsible for all contracts for its business.

Western Union Telegraph.—INDIANAPOLIS, August 9.—In the suit of the Western Union Telegraph Company against the Atlantic & Pacific Telegraph Company, to enjoin the latter from building a line on the right of way of the Cincinnati Hamilton & Indianapolis Railroad, Judge Newcomb, in Chambers, gave his decision to-day continuing the injunction for a final hearing at the September term of the Superior Court.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, August 11, 1876.

Trade has continued to improve in its general features during the past week, and yet the movement is quite moderate. The temperature is again high, but the weather is not so oppressively hot as to interfere with business. The decline in gold and the fear of what Congress may do induce caution on the part of dealers and operators. The adjournment of Congress would undoubtedly promote the revival of business, which seems to have begun. Crop prospects have continued good, with few exceptions, and it is especially to be noted that the weather has been favorable to the harvesting of spring wheat, until yesterday, when it became wet and cold.

Pork has been dull, and prices have had a downward tendency; mess jobbed at the close at \$19 40, and bids for future delivery were reduced to \$19 10 for September, and \$19 for October. Lard has also been drooping; prime Western is nearly nominal at the close at \$11@11 15 for prime Western steam on the spot; and for future delivery the latest bids were \$11 2½ for September, \$11 27½ for October, \$10 40 for November, and \$10 02½ for December. Bacon has been in some demand at or about 10½c. for long clear. Cut meats selling moderately at old prices, including heavy and medium pickled rib bellies at 10½@11½c. Beef quiet, but beef hams are scarce and higher at \$25@31 for Southern and Western. Butter is without essential change. Cheese has declined to 8@9½c. for prime Western and State factories, and 4@7c. for poorer qualities. Tallow closes quiet at 8½c. for prime.

The foreign export movement of the hog product, from Nov. 1 to Aug. 5, compares as follows:

	1874-5.	1875-6.	Increase.
Pork, lbs.	35,335,400	38,626,000	3,290,600
Lard, lbs.	143,032,963	147,511,166	4,478,203
Bacon, lbs.	222,509,604	309,650,917	87,141,313
Total, lbs.	400,877,967	495,668,183	94,790,216

Rio coffee has been more active at a reduction of ½c. in prices; fair to prime cargoes closing at 16½@17½c., gold. Mild coffees were also sold more freely, and stocks at the close are reduced to 97,700 bags Rio, 65,000 mats Java, and 60,500 bags of other growths. Rice has been more active for Rangoon at \$3 60@2 80, gold, per 100 lbs., in bond, and domestic has declined to 4½@5½c. Teas are steadier and fairly active. Foreign dried fruits are moderately active at very steady prices. Molasses is very strong, but quiet, at 40c. for 50 test Cuba muscovado. Sugars have been active and buoyant at 9½c. for good refining Cuba, and 9½c. for No. 12 D. S., with standard crushed refined quoted at 11½c. The movement in raws has been as follows:

	Hds.	Boxes.	Bags.	Melado.
Receipts since August 1.	13,693	8,881	15,399	973
Sales since August 1.	15,123	9,932	60,621	573
Stock August 10, 1876.	64,833	41,643	87,474	3,044
Stock August 12, 1876.	154,635	51,733	151,838	15,667

Kentucky leaf tobacco has met with a good demand at firm prices; sales for the week 900 hds., of which 750 for export and 150 for consumption; lugs quoted at 6½@7½c., and leaf 10@18c. Crop accounts are variable and contradictory. Seed leaf has been less active, and yet a fair business has been done. Sales embrace crop of 1871, 80 cases New England, at 18c.; crop of 1873, 49 cases Wisconsin, at 5½@9c.; crop of 1871, 27 cases Pennsylvania, private terms; crops of 1874-5, 400 cases Ohio at 5½@6½c.; crop of 1875, 138 cases Pennsylvania at private terms, 230 do. Wisconsin, at 4½c., and 95 cases New England at 12c.; also, 300 cases sundries, at 7@30c. Spanish tobacco more active, with sales of 600 bales Havana, at 85c.@\$1 15.

There has been a moderately fair movement in ocean freights during the past week, both in berth and charter room; the rates have been steadily maintained for the former, but the latter has shown one or two irregularities, though no positive declines. Late engagements and charters include: Grain to Liverpool, by steam, 9d.; provisions, 40@55s. per ton; grain, by sail, 7½d.; tobacco, 38s. 9d.; flour, 3s.; grain to London, by steam, 8@8½d.; and by sail, flour at 2s. 9d.; grain to Glasgow, by steam, 8d.; bacon, 40s. per ton, and flour 3s. 7½d. per bbl.; grain at the close at 9d.; grain to Cork for orders, 6s.; do. to a direct Irish port, 5s. 7½d.; refined petroleum to Riga, 6s.; do. to a direct port in the United Kingdom, 5s.; cases to Constantinople, 37½c., gold. To-day there was a very quiet market; rates, however, were about steady; certainly no essential changes can be noted; cotton to Liverpool, by steam, 5-16d., as it runs; grain to London, by steam, 8d., and hops at 3s. 8d. per cwt.; grain to Lisbon at 15½c., gold, per bushel; refined petroleum to Cork for orders, 5s. 3d.; do. from Philadelphia to Liverpool, 5s. 1½d.

Petroleum has latterly shown more firmness, under better demands from exporters, and higher and strong advices from the creek. Crude, in bulk, quoted to-day at 10½c., and refined, in bbls., at 17½c. Naval stores have been fairly active until the close, when spirits turpentine was dull and lower at 29c.; rosins, however, were steady at \$1 57½@1 67½. Ingot copper was again easier, with 200,000 lbs. Lake sold at 19½@19¾c., cash.

COTTON.

FRIDAY, P. M., Aug. 11, 1876.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Aug. 11) the total receipts have reached 5,871 bales, against 5,153 bales last week, 5,589 bales the previous week, and 5,042 bales three weeks since, making the total receipts since the 1st of September, 1875, 4,092,594 bales, against 3,477,278 bales for the same period of 1874-5, showing an increase since Sept. 1, 1875, of 615,316 bales. The details of the receipts for this week (as per telegraph) and for the corresponding weeks of five previous years are as follows:

Receipts this week at—	1876.	1875.	1874.	1873.	1872.	1871.
New Orleans.....	1,513	213	814	1,565	232	3,214
Mobile.....	222	62	117	420	24	553
Charleston.....	458	239	599	1,532	134	774
Port Royal, &c.....	463	....	....	....	....	....
Savannah.....	613	55	216	1,089	213	721
Galveston.....	317	288	163	515	153	1,674
Indianola, &c.....	....	13	27	....	....	....
Tennessee, &c.....	413	461	954	2,457	221	1,705
Florida.....	....	2	7	....	1	1
North Carolina.....	156	41	86	259	19	127
Norfolk.....	1,660	147	1,056	2,660	178	....
City Point, &c.....	23	....	7	23	8	635
Total this week.....	5,871	1,541	4,081	10,581	1,173	9,454
Total since Sept. 1.....	4,092,594	3,477,278	3,802,018	3,597,739	2,712,009	3,988,214

The exports for the week ending this evening reach a total of 16,325 bales, of which 15,915 were to Great Britain, 356 to France, and 54 to rest of the Continent, while the stocks as made up this evening are now 156,632 bales. Below are the stocks and exports for the week, and also for the corresponding week of last season:

Week ending Aug. 11.	Exported to			Total this week.	Same week 1875.		Stock.	
	Great Britain.	France.	Continent.		1876.	1875.	1876.	1875.
New Orleans*.....	9,459	....	....	9,459	4,135	34,428	17,471	....
Mobile.....	....	....	....	....	....	4,089	660	....
Charleston.....	....	....	....	....	....	3,309	3,619	....
Savannah.....	....	....	4	4	....	539	531	....
Galveston.....	....	....	....	....	....	2,018	2,081	....
New York.....	6,168	356	....	6,524	661	91,110	63,517	....
Norfolk.....	110	....	....	110	....	1,149	654	....
Other ports.....	178	....	50	228	....	21,000	17,336	....
Total this week.....	15,915	356	54	16,325	4,796	156,632	105,859	....
Total since Sept. 1.....	2,061,877	419,407	696,975	3,201,259	2,657,110	....	....	....

* New Orleans.—Our telegram to-night from New Orleans shows that (besides above exports) the amount of cotton on shipboard and engaged for shipment at that port is as follows: For Liverpool, 2,539 bales; for Havre, 3,259 bales; for Continent, no bales; for coastwise ports, no bales; which, if deducted from the stock, would leave 23,550 bales representing the quantity at the landing and in presses unsold or awaiting orders.

† Galveston.—Our Galveston telegram shows (besides above exports) on shipboard at that port, not cleared: For Liverpool, no bales; for other foreign, no bales; for coastwise ports, 232 bales; which, if deducted from the stock, would leave remaining 1,556 bales.

‡ The exports this week under the head of "other ports" include from Baltimore 50 bales to Bremen; from Boston 65 bales to Liverpool; and from Norfolk 110 bales to Liverpool.

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 11,529 bales, while the stocks to-night are 50,773 bales more than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Aug. 4, the latest mail dates:

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Coastwise Ports.	Stock.
	1875.	1874.	Great Britain.	France.	Other fore'n.	Total.		
N. Orleans.....	1,396,009	994,775	757,842	213,932	371,437	1,343,211	212,981	44,606
Mobile.....	370,123	319,917	150,997	24,850	67,836	243,683	123,555	4,438
Charleston.....	412,326	441,373	140,115	57,325	79,243	277,016	118,681	2,453
Savannah.....	516,194	577,887	178,690	32,650	157,743	369,033	164,230	1,331
Galveston.....	477,449	361,196	195,061	4,111	36,467	235,639	243,340	2,760
New York.....	198,190	157,731	386,662	9,365	67,192	463,719	....	98,451
Florida.....	12,072	12,593	....	....	....	....	12,072	....
N. Carolina.....	102,438	141,070	24,901	....	2,301	37,392	75,214	330
Norfolk.....	490,137	409,035	106,865	1,817	....	105,683	379,939	3,144
Other ports.....	111,765	89,081	104,358	....	14,300	118,538	....	23,550
Tot. this yr.....	4,088,723	....	2,045,942	443,051	693,921	3,191,914	1,338,013	181,193
Tot. last yr.....	....	3,475,737	1,875,495	350,161	439,653	2,662,314	1,309,356	134,777

* Under the head of Charleston is included Port Royal, &c.; under the head of Galveston is included Indianola, &c.; under the head of Norfolk is included City Point, &c.

These mail returns do not correspond precisely with the total of the telegraphic figures, because in preparing them it was necessary to incorporate every correction made at the ports.

The market for cotton on the spot was active and buoyant early in the week. Quotations were advanced 1-16c. on Saturday, and 3c. on Monday, to 12 5-16c. for middling uplands; and on Wednesday there was another revision of quotations; the medium and better grades of uplands and all grades of Gulf being unchanged, but ordinary, strict ordinary and good ordinary uplands were advanced 3c., and strict good ordinary 1-16c., and stained of all grades were advanced 1-16c. Yesterday, the market was dull and weak, but without quotable decline. To-day, the tone was steadier, with a fair demand for consumption. For future delivery, great irregularity has been displayed. The early months have advanced somewhat in sympathy with spots, but beginning with Oct. the later months have declined more or less. Crop accounts received from the local cotton exchanges, and other sources entitled to consideration, have been somewhat contradictory in their character; but on the whole are interpreted as moderately favorable, especially as the weather is believed to have improved since these reports were made up. The Liverpool market was reported active and buoyant, till towards the close of Wednesday's business. To-day, there was a renewal of speculation here for a rise, on unfavorable crop rumors, worms in Alabama and unseasonable rains in Tennessee, &c. The early months were 3c. higher, but the later months advanced only 1-16c.

The total sales for forward delivery for the week are 153,500 bales, including — free on board. For immediate delivery the total sales foot up this week 8,503 bales, including 1,821 for export, 3,984 for consumption, 2,698 for speculation, and — in transit. Of the above, — bales were to arrive. The following were the closing quotations to day:

New Classification.	Uplands.	Alabama.	New Or.ans.	Texas.
Ordinary..... per lb.	9 3-16 @	9 15-16 @	9 3-16 @	9 3-16 @
Strict Ordinary.....	9 1-16 @	9 15-16 @	9 15-16 @	9 15-16 @
Good Ordinary.....	10 1-16 @	10 7-16 @	10 7-16 @	10 7-16 @
Strict Good Ordinary.....	11 @	11 @	11 1-16 @	11 1-16 @
Low Middling.....	11 1/8 @	11 1/8 @	11 1/8 @	11 1/8 @
Middling Low Middling.....	12 5-16 @	12 1-16 @	12 3-16 @	12 3-16 @
Middling.....	12 5-16 @	12 1-16 @	12 3-16 @	12 3-16 @
Good Middling.....	12 13-16 @	12 15-16 @	13 1-15 @	13 1-16 @
Strict Good Middling.....	13 5-16 @	13 7-16 @	13 9-16 @	13 9-16 @
Middling Fair.....	13 11-16 @	13 13-16 @	13 15-16 @	13 15-16 @
Fair.....	14 9-16 @	14 11-16 @	14 15-16 @	14 15-16 @
STAINED.				
Good Ordinary.....	9 3-16 @	Low Middling.....		10 1/8 @
Strict Good Ordinary.....	10 1/8 @	Middling.....		11 1/8 @

Below we give the sales of spot and transit cotton and price of *Uplands* at this market each day of the past week:

New Classification.	SALES.					PRICES.			
	Exp't.	Con- sump.	Specu- la-tion	Trans- sit.	Total.	Ord'ry	Good Ord'ry.	Low Mid'g.	Mid- ding.
Saturday	1,328	456	1,100	.....	3,084	8 13-16	10 1-16	11 1/2	12 1-16
Monday	75	864	195	.....	1,935	9 1-16	10 5-16	11 1/2	12 5-16
Tuesday	88	783	343	.....	1,064	9 1-16	10 5-16	11 1/2	12 5-16
Wednesday .....	.....	769	434	.....	1,190	9 3-16	10 7-16	11 1/2	12 5-16
Thursday .....	.....	963	353	.....	721	9 3-16	10 7-16	11 1/2	12 5-16
Friday	130	749	420	.....	7,349	9 8-16	10 7-16	11 1/2	12 5-16
Total	1,821	3,984	2,698	.....	8,503	.....	.....	.....	.....

Delivered on contract, during the week 3,600 bales.

For forward delivery the sales (including — free on board), have reached during the week 153,500 bales (all middling or on the basis of middling), and the following is a statement of the sales and prices:

For August.		bales.		cts.		For January.		bales.		For April.	
100 s. n. 7th 12-5-32	cts.	1,400	11	29-32		bales.	cts.	500	12	15-32	c & g
300.....	12-3-6	5,800	11	25-32		700.....	11	28-32	400	12	13-16
700.....	12-7-32	2,700	11	15-16		3,200.....	11-18	100	12	9-32	
1,200.....	12-8-32	2,800	11	15-16		1,000.....	11-18	400	12	9-32	
600.....	12-9-32	4,600	11	15-16		1,400.....	11-13-16	400	12	15-32	
2,100.....	12-5-16	5,800	11	15-32		1,100.....	12-2-32	800	12	15-32	
2,200.....	12-11-32	800	11	29-32		100.....	12-19-32	100	12	15-32	
2,300.....	12-8-32	100	11	31-32		1,000.....	11-15-16	2,000 total April.			
200 s. n. 11th 12-13-32		24,900 total Oct.				1,300.....	11-31-32				
500 s. n. 12th 12-13-32						1,800.....	12				
500.....	12-13-32	For November.				For February.		For May.			
300.....	12-16	2,500	11	19-32		15,000 total Jan.		100.....	12-15-32		
3,100.....	12-7-16	1,000	11	22-32				500.....	12-12-32		
100 s. n. 12 15-32		5,500	11	22-32				100	12-13-32		
700.....	12-13-32	4,100	11	11-16				100	12-14-32		
15,900 total Aug.		1,000	11	23-32				100	12-15-32		
For September.		3,900	11	23-32		For February.		600.....	11	29-32	
100.....	12-2-16	5,500	11	25-32		1,000.....	11	15-16	100.....	12-19-32	
300.....	11-29-32	4,000	11	18-16		1,000.....	11	31-32	100	12-14-32	
1,000.....	11-15-16	2,100	11	27-32		400.....	12	12-16	900 total May.		
1,000.....	11-31-32	1,400	11	11-16		200.....	12	32-32			
1,200.....	12-2-16	25,900 total Nov.				100.....	12-13-32	100	12-15-32		
1,400.....	12-1-32	For December.				1,000.....	12-13-32				
2,700.....	12-11-15	500	11	19-32		8,700 total Feb.		200.....	12-12-32		
15,400.....	12-9-32	8,000	11	22-32				100.....	12-11-32		
1,200.....	12-8-32	5,000	11	11-14				400.....	12-29-32		
5,600.....	12-5-32	200	11	23-32		For March.		500 total June.			
4,100.....	12-13-16	1,300	11	11-16		100.....	12-14-16	300.....	12-12-32		
500.....	12-5-16	4,200	11	23-32		900.....	12-3-32	300.....	12-11-16		
49,000 total Sept.		1,300	11	2-32		500.....	12-1-24	100	12-25-32		
For October.		1,300	11	3-16		500.....	12-1-24	100	12-25-32		
300.....	11-2-32	1,600	11	11-16		100.....	12-7-32	100	12-25-32		
300.....	11-11-16	15,900 total Dec.				200.....	12-24	100	12-27-32		
						1,800 total March.		1,000 total July.			

The following will show spot quotations, and the closing prices bid for future delivery, at the several dates named :

MIDDLING UPLANDS—AMERICAN CLASSIFICATION.								
	Fri.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	
On spot	12	11-16	15-16	12-16	12-16	12-16	12-16	12-16
August	12	12-16	12-16	12-16	12-16	12-16	12-16	12-16
September	11-15-16	12-1-32	12-1-32	12-1-32	12-1-32	12-1-32	12-1-32	12-1-32
October	11½	11-27-32	11-27-32	11-27-32	11-27-32	11-27-32	11-27-32	11-27-32
November	11-21-32	11½	11½	11½	11½	11-9-6	11-23-32	11-23-32
December	11-12-16	11-25-32	11-25-32	11-25-32	11-25-32	11-9-19	11-23-32	11-23-32
January	11-27-32	12-32	12-29-32	12-29-32	12-29-32	11-16	11-27-32	11-27-32
February	11-32-32	12-1-6	12-1-16	12-3-32	11-15-16	11-27-32	12	12-3-32
March	12½	12-7-32	12-7-32	12½	12-3-32	12	12-5-32	12-5-32
April	12-3-32	12½	12½	12-10-32	12½	12-5-16	12-15-32	12-15-32
May	12-19-32	12-5-32	12-11-16	12-11-16	12-11-16	12-11-16	12-11-16	12-11-16
June	12-19-32	12-11-6	12-11-16	12-11-16	12-11-16	12-11-16	12-11-16	12-11-16
July	1½	12-27-32	12-27-32	12-27-32	12-27-32	12-27-32	12-27-32	12-27-32
Gold	12	11½	11½	11½	11½	11½	11½	11½
Exchange	4-8½	4-6½	4-6½	4-8½	4-8½	4-6	4-6	4-6
Bar	2.631	3.094	1.091	1.061	1.061	2.631	2.631	2.631
Sales future	25.600	22.0-0	30.500	23.500	23.500	14.000	35.000	35.000

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The continental stocks are the figures of last Saturday, but the totals for Great Britain and the aloft for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Aug. 11), we add the item of exports from the United States, including in it the exports of Friday only:

	1876.	1875.	1874.	1873.
Stock at Liverpool.....	873,000	924,000	687,000	877,000
Stock at London.....	40,090	96,255	112,750	198,500
Total Great Britain stock.....	913,090	1,020,250	999,750	1,006,500
Stock at Havre.....	162,000	181,000	155,750	140,000
Stock at Marseilles.....	6,000	7,000	15,750	14,750
Stock at Barcelona.....	82,000	8,000	73,250	14,750
Stock at Hamburg.....	11,500	11,750	21,500	38,000
Stock at Bremen.....	58,500	41,750	46,000	51,000
Stock at Amsterdam.....	61,000	41,000	88,750	103,000
Stock at Rotterdam.....	15,250	11,000	25,750	32,500
Stock at Antwerp.....	11,250	4,000	13,000	29,000
Stock at other continental ports.....	20,250	15,000	37,000	84,000
Total continental ports.....	434,250	898,000	475,750	597,250
Total European stocks.....	1,347,250	1,418,250	1,475,500	1,542,750
India cotton afloat for Europe.....	421,000	518,000	508,000	385,000
American cotton afloat for Europe.....	92,000	50,000	61,900	73,000
Egypt, Brazil, &c. afloat for Europe.....	24,000	29,800	49,000	45,000
Stock in United States ports.....	156,650	105,650	135,046	131,355
Stock in U. S. interior ports.....	17,687	8,188	20,810	19,565
United States exports to-day.....	...	1,000	1,000	...
Total visible supply.....	bales.2,056,559	2,125,397	2,240,356	2,199,670
Of the above, the totals of American and other descriptions are as follows:				
<i>American—</i>				
Liverpool stock.....	492,000	518,000	371,000	332,000
Continental stocks.....	315,000	190,000	263,000	224,000
American stock afloat for Europe.....	92,000	50,000	61,900	73,000
United States stock.....	156,650	105,650	135,046	131,355
United States interior stocks.....	17,687	8,188	20,810	19,565
United States exports to-day.....	...	1,000	1,000	...
Total American.....	bales.1,083,319	875,047	841,856	782,930
<i>East Indian, Brazil, &c.—</i>				
Liverpool stock.....	881,000	406,000	516,000	475,000
London stock.....	40,000	98,250	112,750	198,500
Continental stocks.....	190,250	201,000	212,750	313,250
India afloat for Europe.....	421,000	518,000	508,000	385,000
Egypt, Brazil, &c. afloat.....	24,000	29,800	49,000	45,000
Total East India, &c.....	973,250	1,250,250	1,398,500	1,419,750
Total American.....	1,083,319	875,047	841,856	782,930
Total visible supply.....	bales.2,056,559	2,125,397	2,240,356	2,199,670
Price Middling Uplands, Liverpool, 6 & 8-16d.		7½d.	8½d @ 8½d.	8½d.

These figures indicate a *decrease* in the cotton in sight to-night of 68,728 bales as compared with the same date of 1875, a *decrease* of 183,787 bales as compared with the corresponding date of 1874, and a *decrease* of 143,101 bales as compared with 1873.

AT THE INTERIOR PORTS the movement—that is the receipts and shipments for the week and stock to-night, and for the corresponding week of 1875—is set out in detail in the following statement:

	Week ending Aug. 11, 1876.			Week ending Aug. 19, 1875.		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta, Ga.	202	633	1,102	102	383	1,061
Columbus, Ga.	35	597	1,095	17	110	614
Macon, Ga.	81	1,053	1,300	21	123	457
Montgomery, Ala.	26	159	1,300	7	123	7
Selma, Ala. (cont.) ..	25	220	480	7	18	318
Memphis, Tenn.	616	5,128	11,699	147	103	3,505
Nashville, Tenn.	23	28	749	36	144	2,405
Total, old ports	941	6,723	17,687	337	888	8,183
Dallas, Texas.	13	51	276	...	...	...
Jefferson, Texas.	10	48	217	3	...	6
Shreveport, La.	108	51	185	12	28	...
Vicksburg, Miss.	272	341	636	41	270	163
Columbus, Miss. ....	...	...	...	...	...	...
Eufaula, Ala. ....	...	...	...	3	4	...
Griffin, Ga. ....	...	8	...	...	...	38
Atlanta, Ga.	323	...	3,555	10	20	564
Rome, Ga.	1	32	64	55	85	183
Charlotte, N. C.	142	64	197	53	115	889
St. Louis, Mo.	152	663	2,682	33	468	366
Cincinnati, O.	485	1,212	9,545	113	619	1,838
Total, new ports	1,408	2,536	17,495	523	1,601	4,013
Total, all	2,349	9,259	35,182	860	2,489	12,191

* Actual count.

The above totals show that the old interior stocks have *decreased* during the week 5,782 bales, and are to-night 9,499 bales *more* than at the same period last year. The receipts at same towns have been 604 bales *more* than the same week last year.

BOMBAY SHIPMENTS.—According to our cable despatch received to-day, there have been 6,000 bales shipped from Bombay to Great Britain the past week, and no bales to the Continent; while the receipts at Bombay during this week have been 2,000 bales. The movement since the 1st of January is as follows. There are the figures of W. Nicol & Co., of Bombay, and are brought down to Thursday, August 10:

	Shipments this week			Shipments since Jan. 1.			Receipts	
	Great Britain.	Con- tinent.	Total.	Great Britain.	Con- tinent.	Total.	This week.	Since Jan. 1.
1876.....	6,000	.....	6,000	521,000	345,000	866,000	2,000	984,000
1875.....	6,000	5,000	11,000	784,000	404,000	1,188,000	1,000	1,229,000
1874.....	11,500	8,500	20,000	771,500	3,8,500	1,160,000	2,000	1,204,000

From the foregoing it would appear that, compared with last year, there is a decrease of 5,000 bales this year in the week's shipments from Bombay to Europe, and that the total movement since January 1 shows a decrease in shipments of 332,000 bales compared with the corresponding period of 1875.

WEATHER REPORTS BY TELEGRAPH.—Our reports to night are not as favorable as could be desired. In Tennessee and Arkansas, and then along the Gulf States (excepting Texas), and extending inland so as to take in about one-half of those States, it has rained considerably. Of course this is particularly unfavorable in that section of Alabama where caterpillars have appeared more abundantly than anywhere else, as they multiply rapidly in wet weather; but our Mobile correspondent (a careful observer), thinks that as yet very little harm has been done by the caterpillars, though our Selma correspondents report to the contrary. However, dry weather is now extremely desirable for the crop.

We are completing arrangements by which we are to extend largely the number of our correspondents, through a monthly report from many new centres. To-night we have two new points in North Carolina, two in Mississippi and one in Louisiana, and though they came by mail we shall include them among our telegrams below. They will be found full and interesting.

Galveston, Texas.—Rain has fallen on three days of the week, to the extent of one inch and thirty-eight hundredths. The thermometer has averaged 83, the extremes being 76 and 93. There is less caterpillar talk, no serious damage having been done, crops continue prosperous, and picking has been generally begun.

Indianola, Texas.—There was a sprinkle on one day this week, the rainfall reaching one hundredth of an inch. The average thermometer is 84, the highest 92, and the lowest 77. Crops are prosperous, and picking is progressing satisfactorily.

Corsicana, Texas.—We have had showers on two days this week, and are needing more. The total rainfall is sixty-nine hundredths of an inch. The thermometer has ranged from 71 to 99, averaging 82. Some sections westward are needing rain badly.

Dallas, Texas.—There have been showers here on two days, the rainfall aggregating twenty-five hundredths of an inch. Average thermometer 90, highest 98 and lowest 68. Crops are in an excellent condition, but a good rain would be beneficial.

New Orleans, Louisiana.—We have had warm, sultry, wet weather this week, the thermometer averaging 80, and the rainfall reaching five and five hundredths inches. There have been five days on which it has rained.

Shreveport, Louisiana.—Crops are good. Caterpillars have appeared in limited numbers in the Red River Valley. The rainfall for the week, which has been beneficial, is one inch and fifty hundredths. The average thermometer is 82, the highest 96 and the lowest 69.

Amite City, Tangipahoa County, Louisiana.—The drouth in May and June did not seem to affect the cotton except to stunt it in growth, (height); in July it has tried hard to catch up, and would have almost done it had we had more rain; it has made rapid progress. Excellent condition; very healthy; well formed and well bolted; no sign of either cotton worm or boll-worm; consider it out of danger from them, and now an assured crop; during the last ten days of July it shedded forms pretty badly. Excellent weather for cotton (death on corn though); rather dry; it rained about four times during the month, but only tolerable showers; the ground has not had a good wetting since April last. Picking will not begin until about the second week in September; we are later than common run of years; I presume about middle of September all hands will be picking. As a rule, our cotton fields are cleaner this year than I ever saw them before; we've had splendid weather for killing grass, and corn too.

Vicksburg, Mississippi.—The total rainfall for the week is eighty-eight hundredths of an inch, and was distributed through six days. The average thermometer is 76, the highest 91, and the lowest is 71. Caterpillars have certainly appeared, though the injury done is as yet limited.

Our last week's telegram said that there had been no rain all the week, and that the thermometer had ranged from 68 to 97, averaging 80.

Columbus, Mississippi.—The weather during the week has been cloudy, with occasional showers, the rainfall reaching forty-six hundredths of an inch. The thermometer has averaged 78, the extremes being 73 and 84. The caterpillars have done some damage to the prairie crop; still, crops are generally promising. Our old stock is now nearly exhausted.

Benton, Yazoo County, Miss.—The progress has been rapid during the past month. The condition is good. The plant is healthy and strong-looking, and it has fruited well. It is now shedding young fruit rapidly, on account of drouth, on most of the plantations. Weather has been generally dry, though early in the month, and in some portions of the county as late as the middle, there were good rains, an average of one good season (rain) to each farm. Don't recollect the day on which it rained. Cotton is now opening. Picking will begin by 25th of August, and be general by 10th of September, unless the weather should be unusually wet through August.

Corinth, Alcorn County, Miss.—Cotton progressed rapidly up to the 20th, since which time unusual cool nights have checked growth and development; uplands not affected so much as bottom or flat lands. Condition good; strong and healthy; large enough; uplands fruiting well; bottom or flat lands that were submerged by water in the early months not developing so rapidly; no worms or caterpillars. Showery during the month; kept no record upon the days which it rained. Picking will begin on or about the 15th September; general picking on or about Oct. 1; crop 5 to 8 days behind in our section.

Little Rock, Arkansas.—It has been very damp during the week, and we have had too much rain for cotton. The total rainfall for the week is two and seven hundredths inches. The average thermometer is 80, the highest 88 and the lowest 70.

Nashville, Tennessee.—We are having too much rain. There have been four rainy days this week, the rainfall reaching one inch and seven hundredths. The thermometer has averaged 78, the highest being 88 and the lowest 68.

Memphis, Tennessee.—We have had no sunshine all this week, as it has rained every day, causing excessive growth, shedding of forms, rust and rot, and all very seriously. It is raining to-day. Total rainfall this week, three inches and eighty-two hundredths. Average thermometer, 75; highest 85, and lowest 70.

Mobile, Alabama.—We are having too much rain. It has rained every day this week, the rainfall reaching seven inches and forty hundredths. The thermometer has ranged from 72 to 90, averaging 78. Crop accounts are less favorable, and worms are increasing. No serious damage has yet been done, but much is feared. In some localities rust is developing badly, and cotton generally is growing too rapidly and fruiting very poorly, shedding considerably in some sections.

Montgomery, Alabama.—It has rained here on five days this week, and two days have been cloudy. The rainfall has reached two inches and twenty-four hundredths. The thermometer has averaged 77, the highest being 91 and the lowest 70. There has been no change in crop prospects since our last report.

Selma, Alabama.—It has rained on six days this week, on several very hard, and when not raining it has been cloudy. Much damage has been done by caterpillars, some plantations being entirely stripped, and they are spreading. Bolls are dropping badly, and there is shedding of forms. Crop prospects in this section we consider poor.

Madison, Florida.—We have had rain on three days during the week, the rainfall reaching two inches and sixty hundredths. The thermometer has averaged 80, ranging from 86 to 74.

Macon, Georgia.—We have had rain on two days this week. The thermometer has ranged from 75 to 96, averaging 81.

Atlanta, Georgia.—It has rained on two days of this week severely, and has been showery two other days, the rest of the week being pleasant. The rainfall is one inch and ninety-one hundredths. The average thermometer is 81, the highest 90, and the lowest 75.

Columbus, Georgia.—We have had rain on two days of the week, the rainfall reaching thirty-two hundredths of an inch. The thermometer has ranged from 70 to 92, averaging 82. The cotton crop in this section is believed to be the best for several years. We hear rumors of the appearance of caterpillars, but think them of very little importance.

Savannah, Georgia.—It has rained on three days this week, the rainfall reaching fifty-two hundredths of an inch. The rest of the week has been pleasant. The thermometer has averaged 83, the highest being 91 and the lowest 74. Grasshoppers are reported general in the upper part of the State. No serious damage has been done yet, but much is feared. Caterpillars have certainly appeared in the southwestern part of the State also, though the injury done is as yet limited. Rust is developing in the same section.

Augusta, Georgia.—It has been showery here on three days of the week, the rainfall aggregating one inch and sixty-four hundredths. The thermometer has averaged 81, the highest being 91 and the lowest 70. The weather during the week has been warm. Accounts of the cotton and corn crops indicate that they are in a fine condition.

Charleston, South Carolina.—It was showery here one day this week, the rainfall reaching twenty-four hundredths of an inch. The thermometer has averaged 82, the extremes being 75 and 91.

Macon, Warren County, North Carolina.—The progress has been rapid; frequent showers have caused the crop to become weedy. The condition of the crop is good; the plant is quite healthy and is fruiting well; as yet there are no signs of rust. The weather has been very favorable to the crop; probably there has been a little too much rain, which will give us stalk instead of fruit. Picking will begin about September 25, and be general October 5. The cotton crop is evidently in a good condition now, and unless we have too much rain (which would cause too much weed) will continue so. The farmers have all finished work, and all we need now is favorable seasons.

Kinston, Lenoir County, N. C.—The crops in this vicinity generally have made very good progress; it has grown very fast this month. Crops now are very promising; the plant on uplands is inclined to rust, but on low land it is much better and more healthy. Where it has been cultivated properly, it is bolting finely. Our only objection to the cotton crop this year is that we will have to take a low price for it. It was very warm up to the 15th; after the 15th and up to the 25th very cool nights; after 25th and up to 31st showery and changeable. Picking will commence about the 28th August, and will be general about the 20th September.

The following statement we have also received by telegraph showing the height of the rivers at the points named at 3 o'clock Aug. 10. We give last year's figures (Aug. 13, 1875) for comparison.

	Aug. 10, '76.		Aug. 13, '75.	
	Feet.	Inch.	Feet.	Inch.
New Orleans..Below high-water mark.....	6	1	5	8
Memphis.....Above low-water mark.....	14	1	34	11
Nashville.....Above low-water mark.....	7	6	20	11
Shreveport.....Above low-water mark.....	24	1	16	6
Vicksburg.....Above low-water mark.....	27	11	40	5

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

GEORGIA COMMISSION OF AGRICULTURE.—The July report of Commissioner Jones has been issued this week, and gives the average condition of cotton in Georgia at 104, or 23 per cent. better than last year.

COTTON EXCHANGE CONFERENCE AT LONDON.—The meeting of the representatives of the Cotton Exchanges met at London, August 9. Eight American, three Dutch, one London and six Liverpool representatives of the cotton trade met in convention here yesterday. Mr. Samuel Simpson, of New Orleans, presided. He stated the objects of the meeting as declared in the resolutions of the American National Cotton Exchange inviting it. Mr. W. B. Forwood, of Liverpool, indorsed the objects of the meeting. Mr. W. P. Campbell, of New York, moved that this Conference recommend the formation of an International Cotton Association, to promote the efficiency and to extend the usefulness of the various associations of Europe and the United States, to secure united and harmonious action in considering the various questions affecting the agricultural, commercial and manufacturing interests of cotton, that the welfare of the cotton trade may be better protected and promoted. The delegates being unable to bind their respective associations, the resolution was withdrawn.

A resolution offered by Mr. Reynolds, of Norfolk, Va., stated that it was the opinion of this conference that the present system of conducting arbitrations on the quality of cotton in Liverpool is unsatisfactory, and that the Cotton Brokers' Association be requested to appoint a committee to consider some more efficient means of assessing the allowances to be made on cotton bought and sold to arrive. The resolution was passed after considerable discussion.

Mr. Forwood, of Liverpool, moved that in the opinion of this conference arbitrations upon the quality of cotton should be based upon grade, and that the value should be fixed according to the official quotations of the day. The motion was adopted.

Mr. Nicholson, of Liverpool, moved that in the opinion of this conference the Liverpool drawn samples of American cotton are on an average worse in appearance, and consequently in class, by one-sixteenth of a penny to one-eighth of a penny per pound than those drawn in America before the cotton is compressed, and that a severe pressure will further deteriorate the class. Unanimously adopted.

Mr. Samuel Smith, of Liverpool, moved that in the opinion of this conference it is desirable that cotton should be sold in America at its net weight, and that the various exchanges in America be requested to endeavor to give effect to this recommendation. Unanimously adopted.

Other resolutions were adopted unanimously, to the effect that the system of sampling cotton in America should be the same as the Liverpool system; that it is desirable that the same classification of American cotton should be adopted in all European and American markets, according to the standards to be furnished by the Liverpool Association, to be ratified by the American National Exchange; that the several exchanges in America be requested to appoint inspectors to certify to the condition of all cotton exported; that sufficient care is not taken by shippers in delivering cotton at Liverpool, which should be amended, and that this conference adjourn until next July, to meet at Liverpool at the call of the United Association of Liverpool and the Liverpool Cotton Brokers' Association, which are empowered to invite delegates from American and European Exchanges.

COTTON EXCHANGE CROP REPORTS FOR AUGUST 1.—The Cotton Exchange crop reports have been received this week by telegraph, except the New Orleans and Memphis reports. As a general thing, the reports received are very favorable, more so than last year. For the convenience of our readers we have made the following analysis of them:

Virginia.—(NORFOLK EXCHANGE.)—Weather favorable to very favorable. *Stands* a fair average—as good and some better than last year. *Condition* generally better than last year, with few exceptions and crop laid by in good, healthy, clean condition, though rather smaller than last year.

North Carolina.—(NORFOLK EXCHANGE.)—Weather favorable to very favorable. *Stands* a fair average—as good and some better than last year. *Condition* generally better than last year, with few exceptions, and crop laid by in good, healthy, clean condition, though rather smaller than last year.

South Carolina.—(CHARLESTON EXCHANGE.)—Weather.—The weather from July 1 to 18 was hot and dry; since then rains have been very frequent, and in many sections it has been too wet and the nights too cool for cotton. Fifty-seven report the weather as more favorable than during the same period last year; five about the same, and 26 less favorable. *Stands* are generally good, and compare favorably with those at the same time last year, and are forming, blooming and bolls well. *Condition*—The plant is healthy but small, and from ten to fifteen days later than last year. Rust is reported in seven counties, lice in five, and caterpillars in one county in the interior of the State. The latter have also appeared on the Sea Islands.

Georgia.—(SAVANNAH EXCHANGE.)—Weather has been very warm and dry, which for cotton may be construed as favorable. In some localities there are complaints of too much rain. The season so far has been more favorable than last. *Stands* of cotton have generally been good, better than last year. The plant is forming, blooming and bolls well, with some complaints of too much weed. *Condition* of the crop is good. It is from a week to ten days later than last year, clearer of grass, and in a more satisfactory condition. In Southern and Southwest Georgia there are complaints of rust and caterpillar, and we may expect some damage there from these sources. From upper Georgia the reports of the grasshoppers are general. So far these pests—except in a few instances—have not attacked the cotton fields. Still farmers are in dread that they will turn in and destroy the crop at any moment.

Florida.—(SAVANNAH EXCHANGE.)—Weather.—Four correspondents reply that the weather since July 1 has been too rainy; 4 reply dry and hot; 12 that the first three weeks were dry and hot, with some passing showers. During the last week there were favorable rains. Twenty reply very favorable. *Stands*—Three reply poorer than the same time last year; 12 very good, equal to last year; 25 very good, better than last year; 7 complain that the plant is shedding cotton, backward in blooming, and not bolls as well as usual; 33 reply that the plant is forming, blooming and bolls very well, promising a fine yield. *Condition*—Taking a broad view over the sections allotted to this Exchange, we conclude that the crop generally is in a very flattering condition, and, as a whole, pointing should there be no future disaster, to a large yield.

Alabama.—(MOBILE EXCHANGE.)—Weather.—Weather until July 20 was too dry and hot; reasonable showers then set in, which improved the condition of the plant; on the whole, the season has been more favorable than last year. *Stands* of cotton are good—better than last year; the plant is now forming,

blooming and bolls well, though it had a set-back from a spell of extremely dry weather. *Condition* of the crop is favorable, though it is critical; a yield of from 10 to 20 per cent. over last year is expected. There are complaints of rust from the light pine lands, and of caterpillars from the rich bottom lands. The amount of damage there depends upon the character of the weather during this month.

Alabama.—(MOBILE EXCHANGE.)—Weather during July has been generally favorable, taking the average of the State, and as compared with last year has been equally prosperous. The reports from the uplands, however, are much better than from the bottom-lands. *Stands* are almost universally reported good, very few reporting poorer than last year, and many that they are better. The plant is forming, blooming and bolls fairly. *Condition* is equal to last year. The unfavorable circumstances relative to the condition of the crop are the weedy growth of the plant in the bottom-lands and the appearance of worms, in more or less quantities, in twenty-two counties, most of these prairie and canebrake counties located in Middle and West Alabama.

Mississippi.—(MOBILE EXCHANGE.)—Weather has been generally favorable, and compared with last year, equally favorable. *Stands* are good in all counties except Stawamba and Pontotoc. The plant is forming, blooming and bolls well. *Condition* compares favorably with last year. Worms are reported in five counties, and there is some complaint of cold nights and woody growth in the counties where there have been rains.

Louisiana.—(NEW ORLEANS EXCHANGE.)—Report not received.

Texas.—(GALVESTON EXCHANGE.)—Weather since July 1 reported favorable, as an average, for the State. Northern counties report too much rain during first half of July. Eight or ten interior or southwestern counties report weather too dry during last part of July; 34 counties report weather more favorable than last year; 14 report better; 10 report same as last year; 1 reports not as good. *Stands*—46 report plant forming, blooming and bolls well; 8 report otherwise; some complaining of too much rain, and others of too much dry weather. *Condition*—51 report the condition of the crop good; 27 report better than last year; 13 same as last year; 3 counties report condition not as good as last year.

Arkansas.—(NEW ORLEANS EXCHANGE.)—Report not received.

Tennessee.—(MEMPHIS EXCHANGE.)—Report not received. (NASHVILLE EXCHANGE.)—Shows more favorable *stands* as compared to those of last year, the plant forming and blooming well. Nearly all reply that the cotton is fruiting better than it did last year, while a few complain of too much rain, and there are a few complaints of grasshoppers.

GUNNY BAGS, BAGGING, ETC.—Bagging has been in limited demand during the past week, and no sales of round parcels have transpired. There is more inquiry to be noted, and this gives a steady feeling to the market. At the close holders are asking 12@12½c., according to quantity. Bales have ruled quiet and nominal in price, at 9c. for India, and 12½@13c. for Borneo. Butts have been dull on spot, and but few orders coming to hand. The market is firm in tone, and holders are asking 2½c. for spot lots. To arrive there has been more doing, and we hear of 1,200 bales at 2 7/16c. gold, duty paid, and 3,000 bales late shipment are reported as sold at 2c. gold, cash.

LIVERPOOL, Aug. 11—3:30 P. M.—By CABLE FROM LIVERPOOL.—Estimated sales of the day were 15,000 bales, of which 3,000 bales were for export and speculation. Of to-day's sales, 7,900 bales were American. The weekly movement is given as follows:

	July 21.	July 28.	Aug. 4.	Aug. 11.
Sales of the week.....bales.	48,000	67,000	104,000	82,000
Forwarded.....	5,000	3,000	4,000	2,000
Sales American.....	31,000	40,000	60,000	48,000
of which exporters took.....	5,000	5,000	8,000	6,000
of which speculators took.....	3,000	6,000	7,000	9,000
Total stock.....	993,000	951,000	917,000	870,000
of which American.....	571,000	543,000	514,000	494,000
Total import of the week.....	24,000	25,000	65,000	31,000
of which American.....	3,000	19,000	30,000	25,000
Actual export.....	6,000	8,000	6,000	6,000
Amount afloat.....	360,000	356,000	315,000	319,000
of which American.....	75,000	71,000	46,000	41,000

The following table will show the daily closing prices of cotton for the week:

Spot.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Mid. Up'ds.		Holiday.	..@ 1-3	..@ 3-16	..@ 3-16	..@ 3-16
Mid. Or'n's.			..@ 5/8	..@ 5-16	..@ 5-16	..@ 5-16

Futures.

SATURDAY.—Holiday.

MONDAY.—Holiday.

TUESDAY.—Sept.—Oct. delivery, Uplands, Low Mid. clause, 6 5-32@3-16d.

Aug.—Sept. delivery, Uplands, Low Mid. clause, 6½d.

Oct.—Nov. shipment, Uplands, Low Mid. clause, new crop, sail, 6 7-32d.

Nov.—Dec. shipment, Uplands, Low Mid. clause, new crop, sail, 6½d.

Oct.—Nov. delivery, Uplands, Low Mid. clause, 6½d.

Nov.—Dec. delivery, Uplands, Low Mid. clause, new crop, sail, 6½d.

Nov.—Dec. shipment, Uplands, Low Mid. clause, new crop, sail, 6 9-32d.

WEDNESDAY.—Sept.—Oct. delivery, Uplands, Low Mid. clause, 6 3-16d.

Oct.—Nov. shipment, Uplands, Low Mid. clause, new crop, sail, 6½d.

Aug.—Sept. delivery, Uplands, Low Mid. clause, 6½d.

Oct.—Nov. delivery, Uplands, Low Mid. clause, 6 7-32d.

Nov.—Dec. shipment, Uplands, Low Mid. clause, new crop, sail, 6½d.

Nov.—Dec. shipment, Uplands, Low Mid. clause, new crop, sail, 6 7-32@6½d.

Oct.—Nov. shipment, Uplands, Low Mid. clause, new crop, sail, 6 7-32d.

Sept.—Oct. delivery, Uplands, Low Mid. clause, 6 5-32d.

THURSDAY.—Aug.—Sept. delivery, Uplands, Low Mid. clause, 6 1-16d.

Sept.—Oct. delivery, Uplands, Low Mid. clause, 6½d.

Sept.—Oct. delivery, Uplands, Low Mid. clause, 6 3-32d.

Oct.—Nov. shipment, Uplands, Low Mid. clause, new crop, sail, 6 5-32d.

Oct.—Nov. delivery, Uplands, Low Mid. clause, 6½d.

FRIDAY.—Aug.—Sept. delivery, Uplands, Low Mid. clause, 6 1-16d.

Sept.—Oct. delivery, Uplands, Low Mid. clause, 6 3-32d.

Oct.—Nov. shipment, Uplands, Low Mid. clause, new crop, sail, 6 5-32d.

Sept.—Oct. delivery, Uplands, Low Mid. clause, 6½d.

Nov.—Dec. delivery, Uplands, Low Mid. clause, 6 3-16d.

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Oct.—Nov. delivery, Uplands, Low Mid. clause, 6 5-32d.

Nov.—Dec. shipment, Uplands, Low Mid. clause, new crop, sail, 6 3-16d.

THE EXPORTS OF COTTON from New York, this week, show a decrease, as compared with last week, the total reaching 6,524 bales, against 8,164 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction, for each of the last four weeks; also the total exports and direction since Sept. 1, 1875; and in the last column the total for the same period of the previous year.

Exports of Cotton (bales) from New York since Sept. 1, 1875

EXPORTED TO	WEEK ENDING				Total to date.	Same period prev'us year.
	July 19.	July 26.	Aug. 2.	Aug. 9.		
Liverpool.....	4,400	6,273	3,196	6,163	385,846	364,979
Other British Ports.....	2,536	.....	.....	.....	6,984	7,032
Total to Gt. Britain	7,016	6,273	3,196	6,163	392,830	371,912
Havre.....	500	500	4,768	356	9,721	12,248
Other French ports.....	.....	.....	.....	.....	.....	.....
Total French	800	500	4,768	356	9,721	12,248
Bremen and Hanover.....	.....	.....	300	.....	22,835	23,196
Hamburg.....	.....	.....	.....	.....	8,501	18,233
Other ports.....	400	595	.....	.....	35,932	10,463
Total to N. Europe.	400	595	300	.....	67,271	51,592
Spain, Oporto & Gibraltar &c	.....	.....	.....	.....	12	10
All others.....	.....	.....	.....	.....	409	55
Total Spain, &c......	.....	.....	.....	.....	421	65
Grand Total	8,316	7,367	8,164	6,524	470,243	436,117

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the last week, and since Sept. 1, '75:

RECEIVED FROM	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.....	2,856	170,411	.....	19,163	.....	422	.....	.....
Texas.....	1,369	91,733	.....	5,724	.....	.....	.....	.....
Savannah.....	538	97,630	477	29,030	164	16,597	125	18,929
Mobile.....	.....	4,080	.....	6,379	.....	.....	.....	.....
Florida.....	.....	7,270	.....	.....	.....	.....	.....	.....
S'th Carolina.....	956	103,442	.....	1,826	.....	.....	.....	10,051
N'th Carolina.....	35	53,640	.....	.....	.....	.....	4	21,223
Virginia.....	265	181,948	779	13,825	.....	.....	110	54,279
North'n Forte	.....	14,091	.....	86,618	.....	.....	.....	65
Tennessee, &c	715	198,365	104	69,501	164	56,235	.....	6,297
Foreign.....	53	4,158	.....	4	.....	.....	.....	.....
Total this year	6,157	923,905	1,905	254,828	338	53,254	239	110,847
Total last year.	1,544	801,734	1,254	322,382	82	63,487	193	119,721

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 12,509 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week.

NEW YORK —To Liverpool, per steamers Tuscan, 1,312	Abysmal bales.
655	Italy, 1,322
Wisconsin, 1,953	Zealot, 675
City of Montreal, 414	3,168
To Havre, per steamer Pereire, 356	356
NEW ORLEANS —To Liverpool, per ship Laurence Buren, 2,693	2,693
To Vera Cruz, per steamer City of Mexico, 450	450
SAVANNAH —To Palma de Majorca, per bark Naria, 4	4
NORFOLK —To Liverpool, per steamer San Antonio, 110	110
BALTIMORE —To Liverpool, per steamer Caspian, 93 and 120 bags	213
To Bremen, per steamer Berlin, 50	50
BOSTON —To Liverpool, per steamers Massachusetts, 669	Batavia, 270
Iberian, 1,117	1,956
PHILADELPHIA —To Liverpool, per steamer Lord Olive, 509	509

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen.	Palma de Majorca.	Vera Cruz.	Total.
New York.....	6,168	356	.....	.....	450	6,924
New Orleans.....	2,693	.....	.....	.....	4	2,143
Savannah.....	.....	.....	.....	4	.....	4
Norfolk.....	110	.....	.....	.....	.....	110
Baltimore.....	213	.....	50	.....	.....	263
Boston.....	1,956	.....	.....	.....	.....	1,956
Philadelphia.....	509	.....	.....	.....	.....	509
Total	11,649	356	50	4	450	12,509

Below we give all news received to date of disasters, &c., to vessels carrying cotton from United States ports:

ORIENTAL. The remains of the wreck of the steamer Oriental, which has been lying stranded on Harding's Ledge, below Boston, for several weeks past, were broken up by the easterly swell August 2, and the fragments have disappeared under the water.

WISCONSIN, str. (Br.) Forsyth, for Liverpool, in going to sea from New York, P. M., Aug. 8, got foul of a buoy off West Bank (Lower Bay), and was disabled by her rudder chain being wound around her propeller. Capt. Forsyth returned to New York for a diver to cut it out.

Cotton freights the past week have been as follows:

	Liverpool.	Havre.	Bremen.	Hamburg.
Steam.	Sail.	Steam.	Sail.	Steam.
Saturday.....	..@5-16	..@5-16	..@comp.	..@comp.
Monday.....	..@5-16	..@5-16	..@comp.	..@comp.
Tuesday.....	..@5-16	..@5-16	..@comp.	..@comp.
Wednesday.....	..@5-16	..@5-16	..@comp.	..@comp.
Thursday.....	..@5-16	..@5-16	..@comp.	..@comp.
Friday.....	..@5-16	..@5-16	..@comp.	..@comp.

EUROPEAN COTTON MARKETS.—In reference to these markets our correspondent in London, writing under the date of July 29, 1876, states:

LIVERPOOL, July 27.—The following are the prices of American cotton compared with those of last year:

	—Ord. & Mid.	—Fr. & G. Fr.	—G. & Fine.	—Same date 1875.
Sea Island 15	17	18	21	23
Florida do 13	14	15	17	20
Ord. G.O.	L.M.	Mid.	G.M.	Mid. F.F.
Dpland.....4%	5 3-16	5 9-16	5 13-16	5 5-16
Mobile.....4%	5 3-16	5 9-16	5 13-16	5 5-16
Texas.....4%	5 3-16	5 9-16	5 13-16	5 5-16
N. Orleans 5	5 3-16	5 9-16	5 13-16	5 5-16

Since the commencement of the year the transactions on speculation and for export have been:

	—Taken on spec. to this date—	—Actual exp. from	Actual
	1876.	1875.	1875.
American.....	169,820	159,340	147,460
Brazilian.....	1,040	5,330	1,160
Egyptian, &c.	14,560	11,320	13,200
W. India, &c.	450	1,760	2,180
S. India, &c.	23,740	60,590	43,960
Total	149,660	233,310	224,960

The following statement shows the sales and imports of cotton for the week and year, and also the stocks on hand on Thursday evening last:

SALES, ETC., OF ALL DESCRIPTIONS.		Imports.		Stocks.	
Sales this week.		To this date		To this date	
Trade.	Specul.	Trade.	Specul.	Trade.	Specul.
American.....	38,570	2,120	5,160	46,470	1,032,280
Brazilian.....	4,290	150	80	91,460	279,610
Egyptian.....	4,440	160	100	123,240	142,380
Smyrna & Greek.....	690	40	30	760	1,410
West Indian.....	10,650	2,500	430	13,570	49,080
East Indian.....	.....	.....	.....	345,540	508,710
Total	53,840	4,770	6,390	70,060	2,026,250
Total	53,840	4,770	6,390	70,060	2,026,250

BREADSTUFFS.

FRIDAY, P. M., Aug. 11, 1876.

The market for flour opened the week with a less active demand. Foreign advices were quiet, the local trade had supplied their more pressing needs, and receipts were more liberal; and, besides these adverse influences, the weather had again become intensely hot, threatening the soundness of much of the stock in store. Wheat had also begun to decline, and city millers were able to undersell Western production. Prices of low grades from old wheat, and Southern brands from new wheat, have declined most. Good medium grades, fresh ground, from old wheat, are in supply barely equal to the demand, and rule firm. To-day, there was no important change.

There has been latterly quite a break-down in prices of wheat. The excessive stock at this point, with a large proportion out of condition, caused a pressure to sell; while shippers have been indifferent operators. Strictly prime samples were difficult to find, and the poorer qualities were neglected. The decline in the medium qualities is fully 10c. per bushel, and yesterday good steamer No. 2 Milwaukee sold at 94c. There is some new winter wheat arriving. It is generally in excellent condition, but the berry small. The harvest of spring wheat has been progressing under favorable auspices. To-day, the market was steadier at the close, with a good general demand, and all parties showing more confidence in the future of the market. The favorable harvesting weather in the Northwest has been succeeded by cold storms.

The demand for Indian corn has been less active the past week, and prices gave way under fairly liberal supplies; but with some revival of inquiry, and some speculation, stimulated by the smaller movement, the early decline has been mostly recovered. The range of prices has been notably reduced, and yesterday steamer mixed was salable at 55@56c. To day, prices were the turn cheaper, with large sales of prime mixed at 56@56½c. in store and 57c. afloat.

Rye has been dull, drooping and unsettled. Canadian peas are nominal.

Oats were without important feature, though tending slightly downward, till yesterday, when there was a renewal of demand for shipment to France, and sales in large lines were made of No. 2 Chicago at 37½c. afloat, No. 2 Milwaukee at 40c. afloat, and prime State at 41c. for mixed, and 47c. for white. To-day, there was renewed activity in good mixed oats.

The following are closing quotations:

FLOUR.		GRAIN.	
No. 2.....	2 bbl. \$2 25@ 3 00	Wheat—No. 3 spring, bush	75@ 99
Superfine State & West-	ern 3 50@ 4 25	No. 2 spring.....	93@ 1 03
Extra State, &c.....	4 50@ 4 95	No. 1 spring.....	1 05@ 1 19
Western Spring Wheat	4 40@ 4 90	Red Western.....	80@ 1 30
extras.....	4 40@ 4 90	Amber do.....	1 52@ 1 30
do XX and XXX.....	4 85@ 6 25	White.....	1 20@ 1 35
do winter X and XX.....	4 50@ 7 75	Corn—West'n mix'd.....	57@ 57
Unsound and sour flour.....	2 25@ 4 50	Yellow Western.....	57@ 59
City shipping extras.....	4 50@ 5 75	Southern.....	55@ 63
City trade and family	brands, 6 25@ 7 75	Rye.....	32@ 42
		Oats—Mixed.....	32@ 42
		White.....	32@ 42

FLOUR.			GRAIN.		
Southern bakers' and fam-ly brands.	6 00 @ 7 75		Barley—Canada West.	.....	2 00
Southern shipp'g extras.	4 75 @ 5 75		State, 2-rowed.	.....	2 00
Rye flour, superfine.	4 65 @ 5 10		State, 4-rowed.	.....	2 00
Corn meal—Western, &c.	2 65 @ 3 00		Barley Malt—State.	.....	1 00 @ 1 10
Corn meal—Br'wine, &c.	3 20 @ 3 30		Canadian.	.....	75 @ 1 00
			Peas—Canada, bond & free.	.....	95 @ 1 50

The movement in breadstuffs at this market has been as follows:

RECEIPTS AT NEW YORK.			EXPORTS FROM NEW YORK.		
For the week.	Since Jan. 1, 1876.	Since Jan. 1, 1875.	For the week.	Since Jan. 1, 1876.	Since Jan. 1, 1875.
Flour, bbls.	59,384	2,376,722	2,051,990	47,525	1,194,230
C. meal.	8,858	118,359	80,857	2,826	108,476
Wheat, bns.	264,747	17,413,779	14,801,526	574,926	17,711,548
Corn, "	235,872	19,544,482	12,535,595	357,466	10,119,023
Rye, "	158	655,402	88,151	29,786	655,453
Barley, "	38,765	2,337,877	1,164,543	8,000	110
Oats, "	156,691	7,198,179	5,679,306	6,234	360,878

The following tables show the Grain in sight and the movement of Breadstuffs to the latest mail dates:

RECEIPTS AT LAKE AND RIVER PORTS FOR THE WEEK ENDING AUG. 5, 1876, AND FROM JAN. 1, 1876, TO AUG. 5, 1876:

At—	Flour, bbls. (196 lbs.)	Wheat, bush. (60 lbs.)	Corn, bush. (56 lbs.)	Oats, bush. (32 lbs.)	Barley, bush. (48 lbs.)	Rye, bush. (56 lbs.)
Chicago.	23,440	68,346	1,061,406	179,387	8,484	14,321
Milwaukee.	24,659	179,012	4,310	13,725	2,130	2,700
Toledo.	1,536	63,723	190,457	15,692	.....	1,708
Detroit.	2,815	85,945	1,843	13,519	.....	.....
Cleveland.	2,326	4,900	1,050	5,850	.....	350
St. Louis.	14,957	238,047	352,840	54,895	1,488	10,993
Peoria.	3,265	8,590	146,050	39,900	11,220	6,700
Duluth.	2,500	47,576	.....	.....	.....	.....

Total.	85,718	701,849	1,765,956	321,968	23,992	36,774
Previous week.	78,521	896,922	1,701,424	345,698	11,116	38,719
Corresponding week '75.	78,739	1,834,559	1,044,882	174,525	15,830	29,555
Same time 1874.	74,845	1,184,732	1,211,359	904,927	32,094	60,905

SHIPMENTS OF FLOUR AND GRAIN FROM THE PORTS OF CHICAGO, MILWAUKEE, TOLEDO, DETROIT, CLEVELAND, ST. LOUIS, PEORIA AND DULUTH FOR THE WEEK ENDING AUG. 5, AND FROM JAN. 1 TO AUG. 5, INCLUSIVE, FOR FOUR YEARS:

Week—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Aug. 5, 1876.	101,716	922,074	1,967,303	40,371	12,454	16,405
July 29, 1876.	86,289	591,117	1,591,818	390,981	2,035	15,759
Cor. week '75.	91,573	902,652	1,265,544	198,419	2,587	13,611
Cor. week '74.	78,140	890,581	1,994,583	570,933	10,579	14,996
Cor. week '73.	121,567	921,961	2,474,125	613,324	81,170	33,320
Cor. week '72.	93,293	914,517	1,543,245	1,056,861	45,435	53,195
Cor. week '71.	77,400	1,050,309	915,395	622,055	11,783	34,440
Jan. 1 to Aug. 5, '76.	3,292,919	25,899,210	47,775,549	12,590,915	1,334,754	903,650
Same time 1875.	2,898,321	2,593,558	22,931,576	7,817,667	881,788	315,480
Same time 1874.	3,431,985	34,346,307	29,862,397	9,628,336	1,217,408	2,391,821
Same time 1873.	3,513,725	22,291,669	28,665,354	13,700,813	1,595,413	703,898

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDING AUG. 5, 1876.

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.	60,619	262,166	142,000	164,036	.....	892
Boston.	25,562	2,400	94,588	30,720	14,550	.....
Portland.	4,200	1,200	13,600	12,900	.....	.....
Montreal.	13,753	164,103	84,736	135,200	.....	.....
Philadelphia.	14,890	63,600	512,000	155,400	.....	.....
Baltimore.	14,338	111,500	198,900	14,900	.....	4,000
New Orleans.	2,139	11,634	6,175	3,651	.....	.....

Total.	135,571	626,373	1,051,949	519,463	14,500	4,892
Previous week.	124,119	708,122	1,317,125	551,939	7,805	27,131
Cor. week '75.	168,152	2,376,481	1,339,816	267,919	12,318	9,342
Total Jan. 1 to date.	5,270,512	26,101,772	51,145,493	14,197,241	1,993,554	85,280
Same time 1875.	5,391,910	25,317,753	30,569,235	9,847,632	235,297	154,527
Same time 1874.	6,177,459	37,478,125	35,300,035	10,418,764	748,013	645,114
Same time 1873.	5,141,312	18,819,398	26,371,589	14,116,704	1,206,799	619,787

THE VISIBLE SUPPLY OF GRAIN, comprising the stock in granary at the principal points of accumulation at lake and seaboard ports, in transit by rail, on the New York canals and on the lakes, Aug. 10, 1876:

In store at New York	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
In store at Albany	8,300	.....	43,500	13,000	13,900
In store at Buffalo	299,818	154,773	12,196	.....	9,874
In store at Chicago	1,430,943	718,237	81,592	345,409	88,100
In store at Milwaukee	999,680	4,067	64,385	89,537	19,241
In store at Duluth	58,073	.....	.....	.....	.....
In store at Toledo	266,131	215,044	108,087	675	.....
In store at Detroit	125,119	16,697	41,854	1,006	.....
In store at Oswego	70,000	25,000	5,000	.....	.....
In store at Boston	222	101,623	155,610	2,693	681
In store at St. Louis	125,373	194,743	75,451	25,580	12,217
In store at Peoria	1,591	53,430	25,058	2,352	38,079
In store at Indianapolis	14,757	56,153	34,742	.....	1,416
In store at Cincinnati	24,072	11,753	11,753	11,158	154,527
In store at Montreal	284,527	17,178	127,061	4,699	.....
In store at Philadelphia	160,000	750,000	100,000	.....	2,860
In store at Baltimore	34,313	813,660	32,000	.....	1,500
Lake shipments, week.	651,570	1,275,969	123,704	.....	4,070
Rail shipments, week.	270,508	691,234	296,657	12,454	12,403
On New York canals	360,000	516,000	203,000	.....	.....
Est. afloat New York.	400,000	.....	200,000	.....	.....

Total.	8,705,971	6,685,595	9,957,420	562,415	562,313
Aug. 5, 1876.	9,181,217	7,514,063	8,574,333	562,701	268,522
Aug. 7, 1875.	8,475,816	8,284,013	1,193,080	16,515	71,244

THE DRY GOODS TRADE.

FRIDAY, P. M., August 11, 1876.

The past week business has been fairly active with manufacturers' agents representing prints, dress goods, shawls, skirts, hosiery and a few descriptions of staple cotton and woolen goods. City jobbers have been operating lightly only to supply im-

mediate wants, and the near-by trade have bought comparatively few goods, but jobbers from all sections of the West and distant parts of the South have been freer operators than for some time past. Shawls of all the leading makes were opened by agents during the week, and were marketed at a reduction of from 7½ to 10 per cent. below last year's prices. The most desirable domestic cotton and woolen productions are steadily held at current quotations, and the print market—which exercises such an important influence upon the values of other goods—has a firmer tone than at any time during the last two years. This is natural, when we consider the facts stated in our editorial of last week; for over one-half of the million spindles stopped in New England were on print cloths, showing that production is largely decreased. Foreign goods have been comparatively inactive, but most descriptions are firmly held in first hands, owing to continued light imports.

DOMESTIC COTTON GOODS.—There has been a moderate export demand for cotton goods and calicoes, and shipments for the week reached 988 packages, of which 186 packages were forwarded to Great Britain, 170 to New Grenada, 135 to Hayti, 179 to Brazil, 108 to Cuba, 81 to Peru, 33 to Hamburg, 41 to the British West Indies, and the remainder in small lots to other countries. Brown cottons were rather quiet, but bleached shirtings and cotton flannels continued in steady demand. New York Mills shirtings were reduced to 13c., less 5 per cent., (the former price having been 14c. less 10 per cent.); otherwise values of cotton goods were unchanged. Colored cottons and corset jeans were rather quiet, but steady. Heavy cottonades were a little more active, but prices are low and unsatisfactory. Cotton batts and waddings were in improved request by the Western trade, as were grain bags, domestic twines, warps, &c. Print cloths were quiet and steady at 3½c., thirty days, for extra 61x64 makes. Dark and medium fancy prints were active and firm, Pacifics having been advanced to 7½c. Ginghams were in better request, and 10½c. has been made the opening price for Lancaster, Renfrew, Amoskeag and other leading makes.

DOMESTIC WOOLEN GOODS.—There has been a fair movement in flannels and blankets, and business was more active. Worst dress goods—which are a shade lower than last year—shawls, felt and Balmoral skirts, hosiery, shirts and drawers and fancy knit wooleens were severally in improved request, and were taken by the trade to a liberal aggregate amount. Men's wear wooleens were in irregular demand. Kentucky jeans and repellents continued in fair request, but at a marked decline from last year's prices. Desirable makes of fancy cassimeres and suitings were sold in fair amounts, but indifferent styles were almost neglected. Plain and fancy over-coatings were taken in small lots, and there was a steady demand for worsted coatings. Satinets and tweeds ruled quiet, and cloths and doeskins were distributed in small amounts to jobbers and the clothing trade.

FOREIGN DRY GOODS.—There was very little improvement in the general demand for imported goods from first hands, and the jobbing trade was light. Silks and velvets are firmly held, and small lots sold at auction realized about 10 per cent. above last year's opening prices. Linen goods were sluggish but steady, and white goods ruled quiet. Hamburg embroideries were in fair demand, but laces moved slowly. Woolen goods for men's wear continued very quiet. Hosiery, small-ware, trimmings, and notions were in moderate demand.

We annex prices of a few articles of domestic manufacture:

Cotton Sail Duck.			
Woodberry and Druid Mills.	No. 10.	20	Woodberry and Ontario
No. 0.	Cotton sail twine.	29	U. S. A. Standard 23½ in.
No. 1.	Light Duck.	17	8 oz.
No. 2.	Greenwood's (Toz.)	19	9 oz.
No. 3.	Ravens	12½	10 oz.
No. 4.	Greenwood's (8oz.)	25	12 oz.
No. 5.	Ravens	13½	15 oz.
No. 6.	Bear (8 oz.) 29 in.	14	Ontario Twine, 36 in.
No. 7.	do heavy (8oz.)	16	do 31 in. (8oz. ex q'l)
No. 8.	Extra heavy bear.	18	5½ twine "Polhem's"
No. 9.	Mont. Ravens 39 in.	16	do 40 in.
No. 10.	do 40 in.	23	.....

Stripes.			
American.	10-11	Cordis awning.	.....
Amoskeag.	11-11½	Columbian.	.....
do fancy.	12½	Everett Cheviot.	11½
Bates Cheviot.	12½	Everett heavy.	16
Belmont Cheviot.	14	Hamilton.	11½
Clarendon do.	1½	Lew'n A.A. Chev.	13
Creedmoor do.	10	do A.	12
Cherwell do.	10	Massachusetts.	.....
Century Chev't.	20	Otis B.B.	.....

Domestic Gingham.

Amoskeag.	10½	Renfrew.	10½	Baird.	10
Bates.	10½	Plunkett.	10½	Belfast.	9½
Glasgow.	9½	Johnson Mfg Co.	10½	Shirley.	9½
Glenchester, n.s.	10½	Mehawk.	10	White Mfg Co.	10½
Lancaster.	10½	Alamance.	11½	Carleton.	10½
Namasket.	11	Randallm.	11	Miami.	9½

ENTERED FOR

[illegible]

GENERAL PRICES CURRENT.

ASHES—			
Pot.	.....	¢	3 3/4
BRADSTIFFS—See special report.			
BUILDING MATERIALS—			
Bricks—Common hard, afloat.	.....	¢	2 25
Groton.	.....	¢	11 00
Philadelphia facing.	.....	¢	21 00
Cement—It'second.	.....	¢	1 10
Lime—Rockland, common.	.....	¢	85
Rockland, finishing.	.....	¢	1 35
Lumber—Southern pine.	.....	¢	20 30
White pine box boards.	.....	¢	15 90
White pine merchant box boards.	.....	¢	14 00
Clear pine.	.....	¢	45 00
Oak and ash.	.....	¢	40 00
Blackwalnut.	.....	¢	70 00
Spruce boards & planks.	.....	¢	18 00
Hemlock boards & planks.	.....	¢	14 00
Boards—Osgood, com. 10 ft. & ab. 1/2 keg.	.....	¢	1 60
Clinch, 1 1/2 to 3 in. & longer.	.....	¢	5 35
Siding.	.....	¢	5 35
Cut-pikes, all sizes.	.....	¢	5 35
Foams—Ld., wh. Am. pure, in oil.	.....	¢	10 1/2
Lead, wh., Amer. pure dry.	.....	¢	9 1/2
Zinc, wh., Amer. dry, No. 1.	.....	¢	5 1/2
Zinc, wh., Amer. No. 1, in oil.	.....	¢	11 1/2
Paris white, Eng. prime gold.	.....	¢	1 60
BUTTER—(Wholesale Prices)—			
Falls, State, fair to prime.	.....	¢	20
Western creamery, fr. to p. me.	.....	¢	20
N. Y. Ark., tubs, state, fr. to prime.	.....	¢	18
Welsh tubs, com. to selected.	.....	¢	11
CHEESE—			
State factory, fair to choice.	.....	¢	7
Western, good to prime.	.....	¢	8
CHEESE—			
Authracite (by cargo).	.....	¢	5 00
Liverpool gas canal.	.....	¢	30 00
Liverpool house canal.	.....	¢	15 00
COPPER—			
Rio, ord. car. 60 days and gold.	.....	¢	14 1/2
do fair, do.	.....	¢	16 1/2
do good, do.	.....	¢	17 1/2
do prime, do.	.....	¢	17 1/2
Java, mats.	.....	¢	23
Native Ceylon.	.....	¢	18 1/2
Maracaibo.	.....	¢	14
Laguayra.	.....	¢	16 1/2
St. Domingo.	.....	¢	16 1/2
Savanna.	.....	¢	14 1/2
Costa Rica.	.....	¢	16
COPPER—			
Boils.	.....	¢	82
Sheathing, new (over 12 oz).	.....	¢	81
Brass (over 16 oz).	.....	¢	81 1/2
American Ingot, Lake.	.....	¢	19 1/2
COTTON—See special report.			
RUGS & DYES—			
Alum, lump, Am.	.....	¢	24
Argols, crude.	.....	¢	16
Argols, refined.	.....	¢	25 1/2
Arsenic, crude.	.....	¢	8 1/2
Bicarb. soda, Newcast. 100 lb.	.....	¢	4 1/2
Bichro. potash.	.....	¢	14 1/2
Bleaching powder.	.....	¢	1 50
Brimstone, crude, per 100 lb.	.....	¢	35 00
Brimstone, Am. roll.	.....	¢	3
Camphor refined.	.....	¢	21
Castor oil, E. I. in bond.	.....	¢	70
Caustic soda, 100 lb.	.....	¢	4 1/2
Chlorate potash.	.....	¢	30 1/2
Chlorine, Honduras.	.....	¢	45
Cochineal, Mexican.	.....	¢	42 1/2
Green tartar, Am. & Ind.	.....	¢	35
Gubebs, East India.	.....	¢	4 1/2
Guth.	.....	¢	4 1/2
Gambier.	.....	¢	5 1/2
Ginseng.	.....	¢	1 10
Glycerine, American pure.	.....	¢	17
Jalap.	.....	¢	13
Licorice paste, Calabria.	.....	¢	30
Licorice paste, Sicily.	.....	¢	30 1/2
Licorice paste, Spanish, solid.	.....	¢	27
Madder, Dutch.	.....	¢	6
Madder, French.	.....	¢	4
Nutgalls, hinc Alameda.	.....	¢	14
Oil, vitriol (66 Brimstone).	.....	¢	12 1/2
Opium, Turkey (in bond).	.....	¢	5 3/4
Prussiate potash, yellow, Am. cur.	.....	¢	26
Quinine.	.....	¢	13
Rhubarb, China, good to pr.	.....	¢	1 00
Salt soda, Newcast. 100 lb.	.....	¢	1 32 1/2
Shell Lac.	.....	¢	30
Soda ash.	.....	¢	1 90
Sugar of lead, white.	.....	¢	18 1/2
Vitriol, blue, common.	.....	¢	7 1/2
FISH—			
George's and Grand Bank cod, per wt.	.....	¢	4 1/2
Mackerel, No. 1, W. shore (new) pr. bl.	.....	¢	20
Mackerel, No. 1, Bay.	.....	¢	None
Mackerel, No. 2, Mass. shore (new).	.....	¢	9 00
Mackerel, No. 2, Bay.	.....	¢	None
FLAX—			
North River, prime.	.....	¢	15
FRUIT—			
Malina, Seedless.	.....	¢	4 50
do Laver.	.....	¢	2 10
do Loose Muscat.	.....	¢	2 10
do Sultans.	.....	¢	18
do Valencia.	.....	¢	8 1/2
Currants.	.....	¢	8 1/2
Citron, Lechore.	.....	¢	18 1/2
Prunes, Turkish.	.....	¢	5 1/2
do French.	.....	¢	6
Dates, new.	.....	¢	5 1/2
Figs, new.	.....	¢	5 1/2
Canton Ginger.	.....	¢	8 00
Sardines, 1/2 lb. box.	.....	¢	19
Sardines, 1 lb. box.	.....	¢	19 1/2
Macaroni, Italian.	.....	¢	14 1/2
Domestic Dried—			
Apples, Southern, sliced.	.....	¢	8
do State, sliced.	.....	¢	8 1/2
do do quarters.	.....	¢	8
do Western, quarters.	.....	¢	8
Peaches, pared, 1/2 lb. and prime	.....	¢	6
do unpared, halves and qrs.	.....	¢	6
Blackberries.	.....	¢	7
Raspberries.	.....	¢	21
Cherries.	.....	¢	1
Plums.	.....	¢	12
GUNNIES—See report under Cotton.			
HEMP AND JUTE—			
American dressed.	.....	¢	190 30
American undressed.	.....	¢	185 00
Russia, clean.	.....	¢	220 00
Italian.	.....	¢	225 00
Manila.	.....	¢	6 1/2
Bisal.	.....	¢	7
Jute.	.....	¢	5 1/2

UNFURNISHED—			
BLASTING FOR RAILROADS, &C.			
Soda, any size grain, in 25 lb. kegs.....			\$2 90
Saltpetre do.....			8 40
SPORTING.			
Electric, Nos. 1 to 5, in 1 lb. sq. cans.....			1 03
Diamond grain, in 1 lb. cans.....			1 03
Orange lightning, Nos. 1 to 5, in 1 lb. cans.....			1 03
Superfine eagle sporting, in 1 lb. oval cans.....			1 03
American sporting, in 1 lb. oval cans.....			78
Orange ducking, Nos. 1 to 5, in 1 lb. cans.....			81
Duck shooting, Nos. 1 to 5, in 1 lb. cans.....			78
Eagle duck shooting, Nos. 1 to 5, in 1 lb. cans.....			78
Orange ducking, Nos. 1 to 5, in 1 lb. cans.....			78
Eagle duck shooting, Nos. 1 to 5, in 1 lb. cans.....			78
Duck shooting, Nos. 1 to 5, in 1 lb. cans.....			78
Hazard's Kentucky rifle, in 1 lb. oval cans.....			1 61
Dupont's rifle, Ffg, Ffg, Ffg, 1 lb. cans.....			48
Dupont's rifle, Ffg, Ffg, Ffg, 1 lb. cans.....			48
Hazard's Kentucky rifle, Ffg, Ffg, Ffg, 1 lb. cans.....			1 61
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